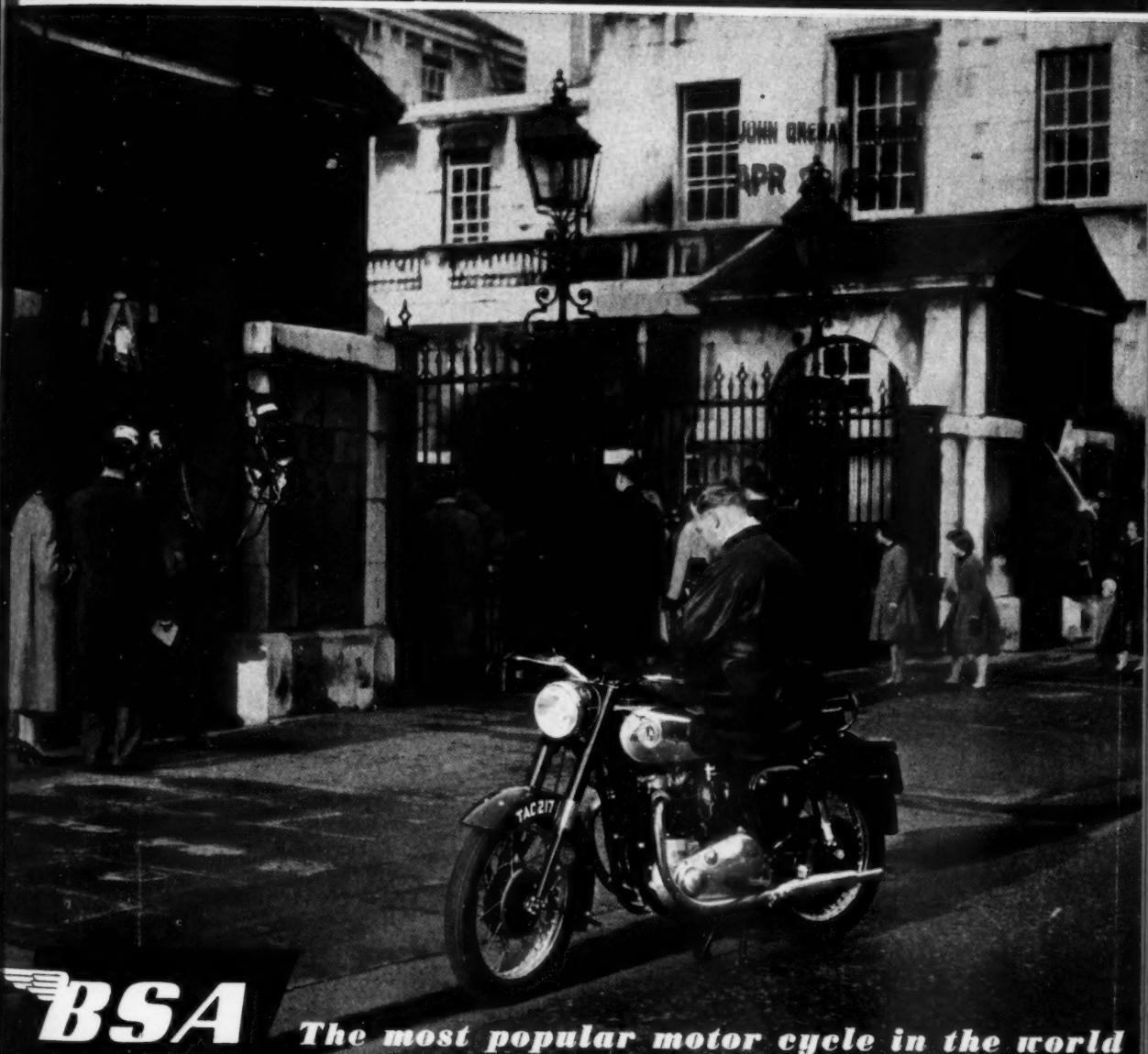


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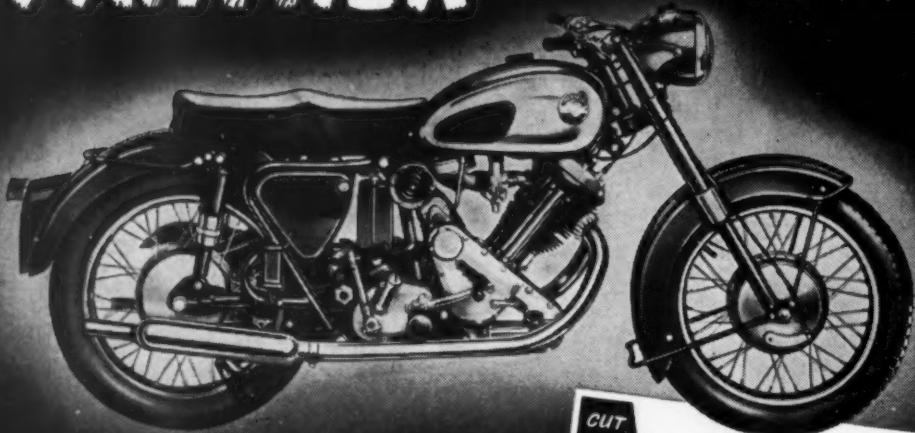
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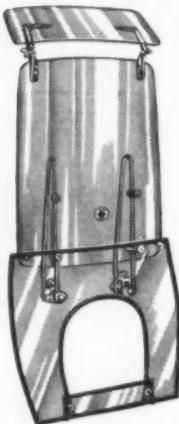
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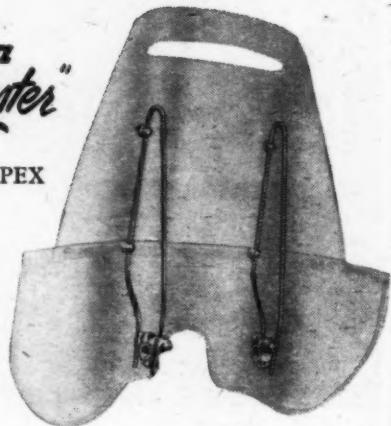
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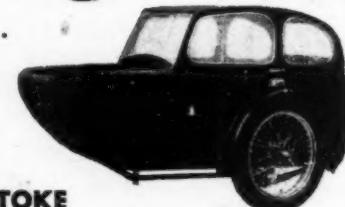
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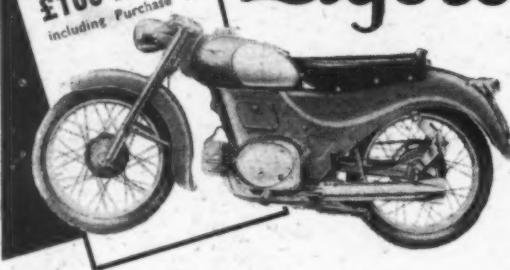
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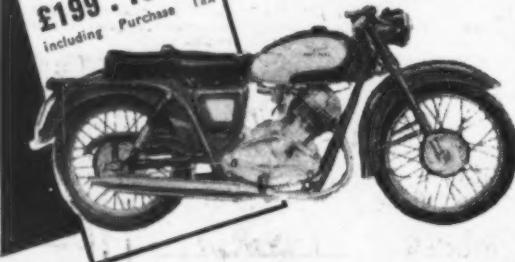
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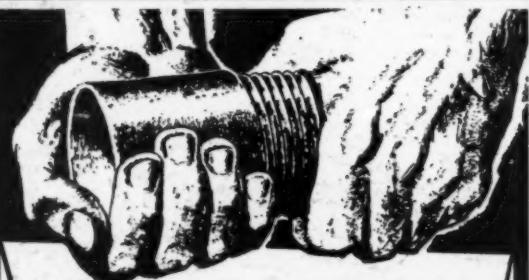
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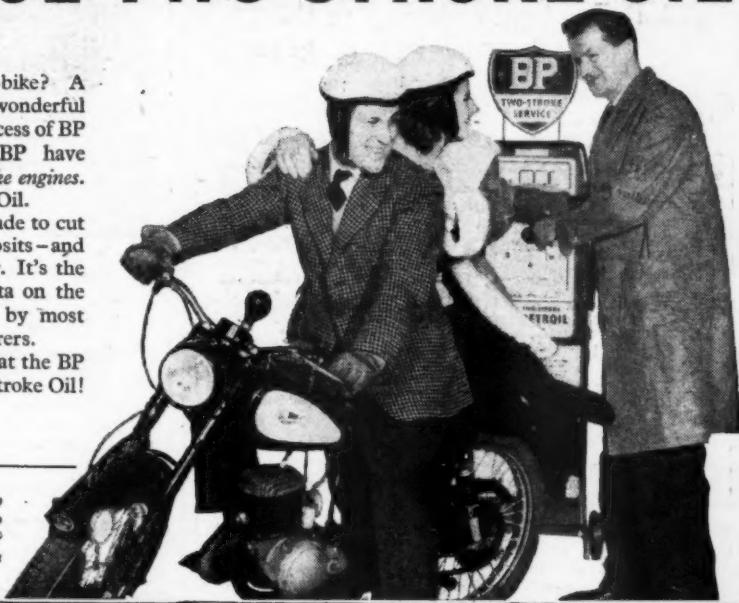
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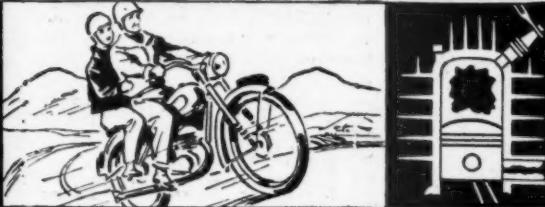
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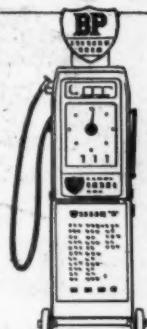
3 Up the hill like a bird! BP Energol Two Stroke Oil cuts down harmful carbon deposits—on pistons, in combustion chambers, in exhaust ports—which so often cause sluggish running.



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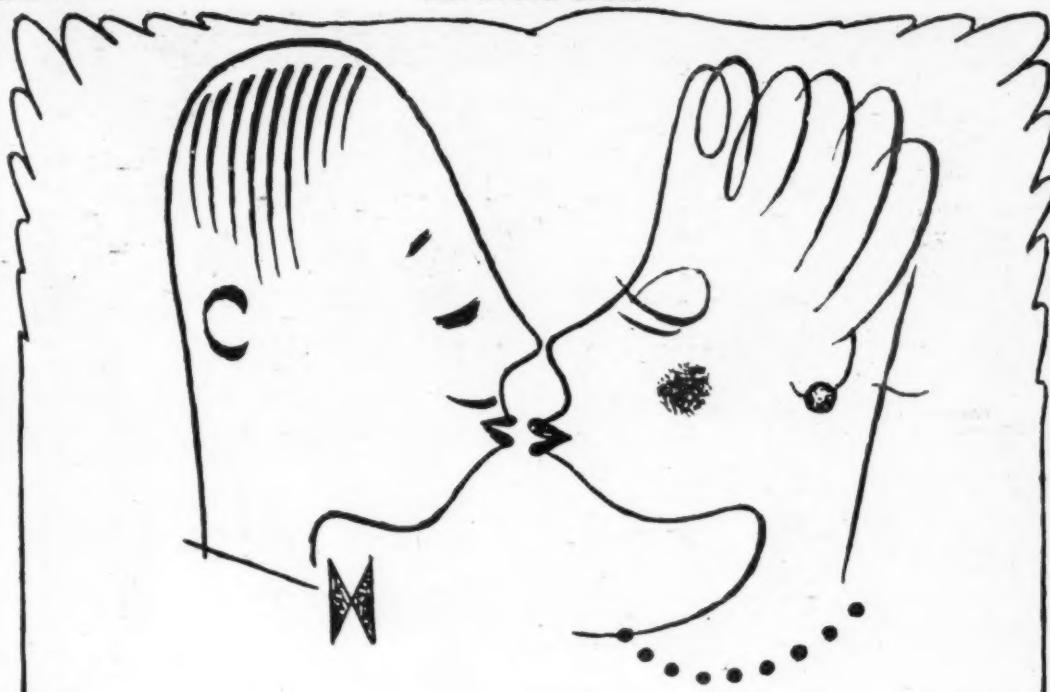
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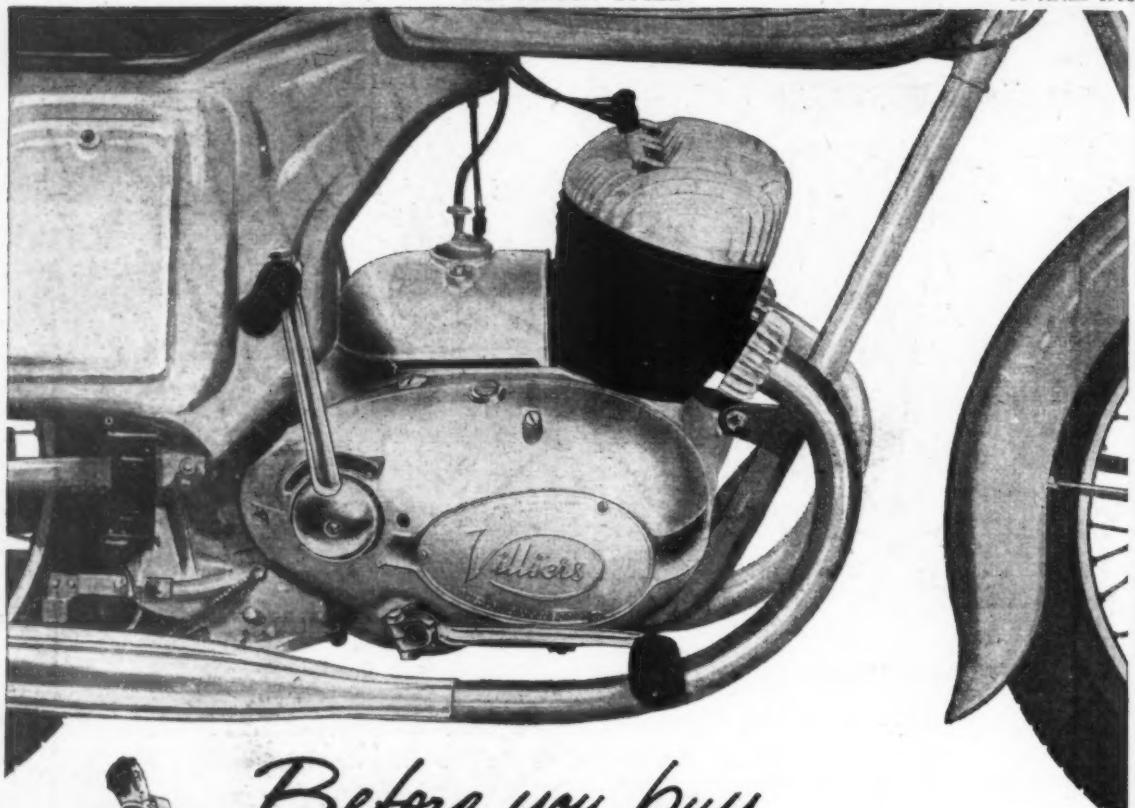
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Vol. 100 **No. 2069.**
 56th Year of Publication

Scots will say that this scene is in the Highlands—yet it is much farther south. The sidecar outfit is parked above Lake Thirlmere, Cumberland

A Matter of Weight

OUR appraisal of a Swedish one-seven-four two weeks ago has brought further proof of the increasing attention being given to the weights of motor cycles. It was not deliberately contrived that the article should appear in the same issue as the report of the Pioneer Run to Brighton. Yet the fact that it did so apparently provided many riders with food for thought. The Swedish model, designed and built to scale under 165 lb, was in fact heavier than some of the models of twice the capacity being given their annual airing on the Brighton road. It may well be argued that increased performance and comfort, and the adoption of modern lighting systems, could not have been achieved without cost somewhere along the line. But the question enthusiasts are again asking is whether the time has not come to take stock, to review current design and see from which features weight may be most readily pared.

Every pound of weight intelligently saved brings dividends in the form of improvements in acceleration and braking, and lower fuel consumption. Manhandling in confined spaces is simplified. Wear and tear on engine and transmission are reduced. And, of course, weight costs money in a direct sense. Development at present would appear to be channelled chiefly along two paths: towards the evolution of two-fifties and weather-protecting items of one sort or another. Were some of that effort to be diverted—to be concentrated on reducing the weight of present-day models in the 500 c.c. and larger-capacity classes—much of the concentration on smaller engines would be found unnecessary.

Moto-ball Resurgent

TWO teams playing in 1956, some half-dozen in 1957 and 17 today; an inter-club—and, later, an inter-centre—competition to be run; games taking place in the summer nearly every weekend. That, briefly, is a tracing of the progress made in the resurgent sport of moto-ball since October 1956—just 18 months ago. All the signs are of even faster progress in the weeks ahead. It is expected that television cameras will be on hand to take film of the game to be held at the Rye House Stadium in Hertfordshire on April 20. Assuming the necessary arrangements can be made, one of the leading British clubs will compete later this year against teams from France and Belgium.

Perhaps because of the high-speed growth of the new interest in moto-ball, the number of enthusiasts who have played or watched a game is relatively small. The majority have missed much! For competitors it is fast and exciting, calling for lightning reflex action and for machines capable of the best possible acceleration and the greatest possible ease of handling. Moreover, the game is inexpensive, since the machines used need not be of highly specialized type, nor even of modern design. Many of those in use today left the factories in the 1920s and 1930s. For spectators a game between expert teams presents a never-to-be-forgotten spectacle. The mounting problems of obtaining permission to use trials and scrambles courses is encouraging club officials to consider other sporting activities. Moto-ball is an attractive alternative.

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Occasional Comments

BY "IXION"

The World's Worst Traffic

THE other night I listened to some chaps who had spent their £100 foreign travel money last summer and were discussing where you will find the world's worst traffic. A majority vote plumped for Paris, describing it as the nearest to being 100 per cent power propelled and far less disciplined than in any other nation, as the populace has little respect for the police. The strongest opposition voted the U.S.A. and came exclusively from two fellows who had been to the States on business (i.e., on expense accounts). They seemed over-influenced by the sheer speed encouraged by magnificent roads; but they said that although the best American drivers are superb, a good many are deplorably bad. My vote would go for German cities where I have always found the traffic very heavy and "pushing." You must first saddle the streets with really heavy motor traffic, including plenty of fast cars and big trucks, and remember that German folk are

Neat nose dive photographed by Jack Mercer during a scramble in the huge sandpit near the airport at Daytona, U.S.A. The machine will be familiar to British eyes as a Royal Enfield, but is known to American enthusiasts as the Indian Woodsman

rather aggressive by nature. You must then insert a sprinkling of bubble cars and scooters, all bleating angrily. Thirdly, you must add a fairly large number of cyclists. Finally, you must throw in definite reminiscences of past centuries such as one or two immense wagons hauling gigantic casks of beer or wine. Get all these people hooting and shouting and you're in a maelstrom.

Is a Wind Tunnel Enough?

SOME of our readers, while fully admitting the extreme value of a wind tunnel for testing drag in the straight fore-and-aft line—as essential for speed trials and racing—wonder whether further pressure tests of windscreens are not desirable. There is no question (as "Nitor" has repeatedly proved) that the fashionable steering-head fairings and their screens permit the centre of pressure to move almost at random over the silhouette of the prow of a machine. When such a model is ridden in a side wind the side pressure will also vary considerably owing to gusts, to partial screening by buildings or the lie of the land. If, in addition, the random undulations of the prow surface (both screen and other items) are affected, the rider may soon feel uncomfortable in a powerful cross wind. There is probably an optimum base from which every screen should spring. There is probably an optimum surface form for every screen. When the entire fitting is left to chance so far as its lateral effects are concerned, potent interference with good steering might be introduced.

Budding Mobile Policemen

MY regular correspondents include quite a number of cops, and I doubt whether any other nation is fortunate enough to have policemen of such an enthusiastic and paternal type as some of our men are in relation to motorists in general and, in particular, towards rather juvenile and sinful motor cyclists. Better still, I am proud to inform you that our National Servicemen number quite a proportion of youngsters who are already passionate motor cyclists in the various service police units and who fully intend to seek posts in the civilian police when they are demobbed. For such I bespeak a hearty welcome. Too many of us still assume that all policemen whose duty is to cope with erring road users are solely interested in "booking" us.

Those Obdurate Parents

ANOTHER illusion very common among British youth is today—and especially masculine motor-cycling youth—is that most parents are prejudiced tyrants. I should hesitate to print what some of my letters have to say about dads and mums who place every conceivable obstacle in the path of (a) a son who desires to ride a motor cycle and (b) a daughter who wishes to occupy the rear half of the dual-seat on a model owned by the young man next door. Before these angry youngsters are so very much older they will be wandering about in couples and coyly whispering about their own



Unique telephone booth?
It may well be. Located at Trefford, North Wales, it is topped by a clock presented by a local philanthropist. Villagers decided that on top of the hill was the ideal position—and the G.P.O. gave the proposal its blessing.

sprinkled. Thirdly, you es such of beer and you're extreme straight racing— are not repeatedly and their most at . When ure will nning by random ter items) ple in a um base probably the entire concerned, produced.

marriage, deciding to have children—at least one boy and one girl—and so forth. These hot tempered youngsters often have not the sympathy to realize that their parents love them and that the root of all the opposition is dread lest their son or daughter may figure as a casualty. Perhaps the surest way of wearing down such parental opposition is to show such common sense and steadiness in daily life as will inspire trust in the anxious parents. I remember one boy, saddled with a particularly obdurate pair of parents, who gave them a challenge. He said in effect: "Look here, Dad, I understand why Mum is against it. I'll make you a sporting offer. I'll say no more about the motor bike for one year. During that year I'll ride a pedal cycle wherever I go. It will be useful training, anyhow, and if I have no accident it will show you and Mum that I can be trusted on the road." His father accepted the challenge and talked the mother into accepting it too, though she held out much longer than pa did.

Your Average Speed

ON a long trip most of us settle down to the kind of average speed which suits our taste, our machine, the road, the surface, the scenery, the traffic—all those variable factors which compose the setting of a journey. But, broadly speaking, Jones will usually average, say, 34 m.p.h. on a given run. Brown may register as much as 42 m.p.h. and Smith may creep at 26 m.p.h. Each of this trio will momentarily vary his elastic habit for a brief distance (for example, when he gets trapped behind a reeking fish truck, a slow lorry with a smoking diesel engine or a car travelling just that frantically irritating mile or two an hour slower than his own pace). However, it is curious how automatically most of us glide unconsciously into our pet personal pace without being aware that we are doing so, or of the reasons which impel us. Or do many lads these days start off on long trips with a set average in mind dictated by a set arrival time?

In Misty Weather

OUR columns have often underlined that the motor cycle can fairly claim many factors of safety and convenience in comparison with cars. Men may prate of our ability to thread a narrow traffic gap, of the ease with which we can swerve and turn, of the great merits of our 360-degree unimpeded view and so forth. But when I find myself trapped in somebody's car on a really misty night I usually fall to

musing how much safer we motor cyclists are in mist than the occupants of a car, and how much easier our job is on a solo than that of the car driver. Our view scores all the more heavily at times when the other man's outlook consists of a small, fan-shape panel of wiped glass in front of his nose. We can easily set our lamp to eliminate most of that yellow wall which glows in front of a car. We sit higher than most car drivers and, not having several feet of scuttle and bonnet just ahead, can look down at the verge and thus can maintain far better touch with that elusive entity, the mistbound road.

That Liberty Aero Engine

DOES any high R.A.F. authority support reader C. Holt's suggestion (March 27) that the Liberty aero engine of the first world war was a crib from the Mercedes racing car engine? The version told to me at the time was that the German Government subsidized the Mercedes racing cars for the 1914 French G.P. on condition that the engine should be designed to suit their Taube aircraft. The Taube was utterly out of date when America at last came into the war in 1917. The tale in the R.F.C. (which later became the R.A.F.) at the time was that the American aircraft engineers at first refused all assistance from our (by then) experienced engineers and that the head engineer of Packards chairmanned a committee of engineers from the other motor car firms, who jointly produced the Liberty engine. When they were satisfied with their product (of about thrice the b.h.p. of the 1914 Mercedes), they brought it over here, but it was nothing like good enough for the European battlefields and not a single Liberty engine flew over the lines before the Armistice. This is rather a different story; I do not know which is the truer.



RETURNING to our pup tent one evening after watching colourful Indian dances at an hotel in Santa Fé, Olive White and I found a brief note awaiting us on the barrel which served as our table. It was an invitation from Leone Kahl, director of the Stables Art Gallery in Taos, northern New Mexico, to stay with her for several days during the annual fiesta. "Bring yourselves and your toothbrushes," was the command, to which we responded very happily. Our journey across America as far as Santa Fé—Olive on her 148 c.c. B.S.A. Bantam Major and I on my 122 c.c. James Cadet—was described in three earlier articles.

The 75-mile ride from Santa Fé north to Taos through the spectacularly beautiful Rio Grande Gorge country was behind us by 10 o'clock the following morning. After meeting our hostess and her friends we were plunged into the gaiety of the fiesta, which began with a parade illustrating the history of the three little towns which collectively make up Taos. Indians, Spanish conquistadors, mountain men and early settlers were represented in full authentic costume and everywhere there was colour in the little plaza. Slender girls flitted brightly hued, full-skirted fiesta dresses against the golden-brown adobe walls like so many butterflies in the sun; the men wore their most vivid shirts and bandannas; Indians from the pueblo moved in the crowd decked in their finest jewellery and gayest blankets and shawls.

During the next few days our lives were a whirling compound of explorations, new friendships and attempts to drink in all the fascinating information showered upon us. The people who make Taos their home like to speak of it as "the last frontier town in America" and it certainly has something of that aspect. It was a thriving Indian village when Hernando de Alvarado, one of the captains under Coronado, discovered the mountain-set pueblo in 1540 and apparently it had been so for many hundreds of years. The Spaniards found the Indians peaceable farmers living contentedly in two large communal buildings separated by a clean, sparkling mountain stream; on one side the building rose four storeys high and on the other side, five.

Strangely, the population of the Indian pueblo has always remained fairly constant at around 800 and today the village is

Grand Canyon and beyond

Journey's End is Reached by Two British Girls in

Their Ride Across the United States on Solos

By NOREEN M. FAIRWEATHER

View of the fabulous Grand Canyon of Arizona. In shadow on the right is part of the eight-mile zig-zag trail down to the Colorado River. The small building is a water hut. Four people stand at the next hairpin down





Above: Albuquerque, Gallup, Winslow, the Grand Canyon and other places on the tourists' route to Los Angeles are shown on this section of map, copyright by John Bartholomew and Son, Ltd, Edinburgh. Below: The author, on the left, and Olive White pause on their lightweights at the brink of the Grand Canyon

much the same as it has always been. The upper storeys of the dwellings are still reached by outside ladders—a precaution against marauding tribes—and the men and women still plait their long, blue-black hair. The weatherworn, irregular adobe buildings set against a backdrop of jagged mountains provided a sight of primitive America that I shall long remember. The Spanish-founded white settlement in Taos attracted many famous men, among them the trapper, explorer and Indian fighter, Kit Carson, who is buried there. Towards the end of the 19th century artists discovered the unspoiled beauties of the region and thus began what is now one of America's leading art colonies. In 1922 the famous English writer, D. H. Lawrence, arrived and fell in love with the place; his widow still lives there. So does a close friend of Lawrence—the English artist, Dorothy Brett, whom we were privileged to meet.

"Brett," as everyone calls her, is a most delightful person and a fine artist of whom it has been said that "she paints Indians with poetry." Now in her mid-70s, she told us that her home in England was at Ascot. Olive and I were highly amused when she added that in the early 1930s it was her habit to ride a motor cycle through London, usually hiding behind a bus because the traffic unnerved her. Wittily, and with typical British matter-of-factness, she echoed our feelings when, on hearing us introduced for the umpteenth time as "the girls who are motor cycling across America," she exclaimed: "Goodness, anyone would think you'd arrived by broomstick!"

Several days later, having decided that New Mexico is one of

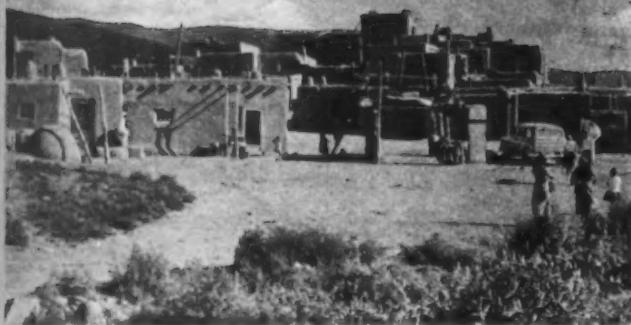


Pause for a conversation piece with the tinkers Slim and Shorty who were going "no place" in their three-donkey-power covered wagon



our very favourite American states, we climbed on our broomsticks once again and took off southward to Albuquerque, then west on Highway 66. High-powered publicity, seeking to build up traffic and hence business on this transcontinental route, some time ago coined the slogan: "Get your kicks on 66!" The "kicks" are the scenic wonders through which the road passes; they are many and fantastic. Just outside Gallup, acknowledged as the Indian capital of America, there are miles of high, eroded red cliffs fringing the highway. Farther on, the strange, unreal beauty of the Painted Desert stretches northward while on the other side of the road lies the Petrified Forest—logs and tree trunks turned to stone. Actually seeing these fantasies of nature after reading about them for so many years was in itself almost like dreaming.

Leaving our machines on the edge of the desert to be inspected by other travellers,



Indian communal buildings in the pueblo at Taos, New Mexico, where the tourists stayed for several days during the annual fiesta

we walked on to a tongue of fiery-coloured rock and looked out over a pastelled landscape. Purple and red hills were there, with valley floors all shades of brown and green, pink and lavender. In the museum run by the National Park Service in the Petrified Forest we saw more gorgeous colours in highly polished sections of fossilized logs...

Heavy desert thunderstorms chased us into Holbrook. The lowering, yellow-grey sky, ominous and threatening, was anything but inviting to a night under canvas so we put up in a room. Hardly had we unloaded the machines when the storm broke. And what a storm! Lightning flared in the heavens, blinding in its intensity, showing roads like streams with a few unfortunate folk running for shelter. The thunder cracked as sharply and suddenly as anti-aircraft guns after a lull. Drinking tea became a precarious business since we tended to shoot the stuff over ourselves at each manifestation. The evening dissolved into general confusion and laughter when the lights kept going out, presumably owing to the storm.

We were within hours of what we knew would be one of the highlights of our entire trans-continental trip—the fabulous Grand Canyon of Arizona. It was while riding towards this goal that we came across two travellers whose means of locomotion was more unusual than ours. The couple were named Slim—a slight, sunburned old man—and Shorty, his wife. They were riding in a little covered wagon pulled by three well cared-for donkeys. We talked with the wanderers, who were tinkers, while Slim sprayed what he called "donkey power" against flies. I inquired their destination. "Wal," said Slim, squinting in the harsh sunlight, "Ain't goin' no place—and don't aim to do nothin' whin' we git that!"

At the post office in Flagstaff there was a good pile of mail waiting for both of us. Late in the afternoon we turned off Highway 66 on to the Grand Canyon road, a 40-mile offshoot. It surprised me to find that generally the road seemed to climb steadily towards the south rim of the Canyon, until I remembered that it is 7,000ft above sea level while the northern rim, 10 miles or more across the mighty chasm, is about 1,000ft higher still.

Grand Canyon Village is quite a hive of activity, as befits a place serving such unique attractions. There are two

famous hotels, a general store selling everything from blue jeans to a tin of soup, a post office, service stations, a corral for the mules and a railway station. The camp ground and cabins are handled by the National Park Service. There we spent a full and happy week. As luck would have it, three girls from New York, travelling by car, pitched their tent right next to ours on the very first night, so we had pleasant company.

One of the first things we all did was visit the observation point perched on the very brink of the Canyon. There we tried to take in from the Rangers something of the immensity of what lay before us. We learned that the Canyon is a mile deep and that this gash in the earth's crust was caused by the cutting action of the River Colorado biting against the slow upthrust of the ground; the erosion still continues.

Having journeyed so far, nothing would satisfy us but a descent into the Canyon. However, none of us could afford to pay for a mule ride so we decided to hike down, bearing in mind the cautions of the Rangers who told us that it was an extremely arduous trip. Nothing like finding out the hard way! So next day we arose at 5 a.m. and by 6.30 were walking down from the head of Bright Angel Trail. Right at the very top, thoroughly weary from his climb through the warm night, sat a young man. "Don't go down," he almost begged us. "It's so exhausting it isn't worth it."

Jogging down the path hacked in a vast series of zig-zags from huge dirt falls and the sides of cliffs, we found that the red and cream cliffs, which had seemed relatively small when viewed from above, were towering masses. We passed two water huts before reaching the half-way mark at Indian Gardens some 4½ miles down the trail, and although it was only about nine o'clock the sun was already hot in the sky. About two hours later we reached the Colorado—swift, turbulent and muddy—and rested awhile in the baking sun, with the temperature hovering near the hundred mark.

Then, in that sweltering heat, we had to face the eight-mile climb back to camp, uphill every inch of the way to gain the mile in altitude. The effort and consequent exhaustion were such that we had to rest every 100 yards or so in whatever shade we could find, which wasn't much. Finally we dribbled out and over the top at 8 p.m.—five very, very tired girls sporting pulled muscles, thumping headaches and aching legs but with a sense of achievement that soothed our collective ego, if not our pains!

Somehow Olive and I didn't fancy any strenuous activity for the next couple of days so we spent the time quietly decarbonizing our engines, oiling chains and applying a bit of spit and polish to the machines for the final leg of the journey into Los Angeles. The ride from the 7,000ft level to near sea level was exhilarating, with wonderful long hills to swoop down; but, of course, the lower we got the hotter it became, and we still had the vast and searing Mojave Desert to cross.

The Bantam had been giving more trouble and Olive found that she was unable to get more than 25 m.p.h. out of it on level going. Trundling along desert roads at that speed was no fun with the thermometer reading 115 degrees in the shade and, when we got to Needles—on the Arizona-California border—the B.S.A. packed up entirely. We found ourselves a most welcome patch of soft, green grass in a trailer park and spent three sweltering days in Needles before the trouble was righted. The exhaust pipe was completely clogged with carbon and the only motor-cycle mechanic in the town had to drill holes in it to get the engine to function at all.

From Needles, the ride across the hottest part of the desert was rugged. What little breeze there was brought searing waves of oven-like heat against us, and the effort of making a couple of adjustments to the contact breaker on my James resulted in my near collapse. It was 120 degrees in the shade. Another tremendous storm hit us before we entered Ludlow, where we spent the night, but in our dehydrated condition we could not have dreamt of putting on raingear. We just splashed happily along in the delightful coolness and it felt wonderful.

Next day saw the end of our journey together, for very late that night we arrived at our destination in the San Fernando Valley. There we stayed for about a week before I left to join a friend south of Los Angeles.

Olive and I had ridden 5,500 miles together and had seen many wonderful places and made many friends. Also, the fact that we had operated on a strict budget of less than £7 a week each to cover all expenses—and that in a country where the cost of living is at least twice as high as in Britain—had contributed a lot to our fun. Olive returned to Albuquerque to enjoy the Indian country while I stayed to bask in the Californian sunshine. I plan next to ride up to Vancouver, B.C., by way of Yosemite National Park and spend some time exploring the west of Canada.



Huge and grotesque Indian figure advertising the inter-tribal ceremonies held annually in Gallup. The heavily laden machine in the foreground is Noreen Fairweather's James Cadet

APRIL 1953

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THE MOTOR CYCLE
to APRIL 1953



The

PREMIER "350"

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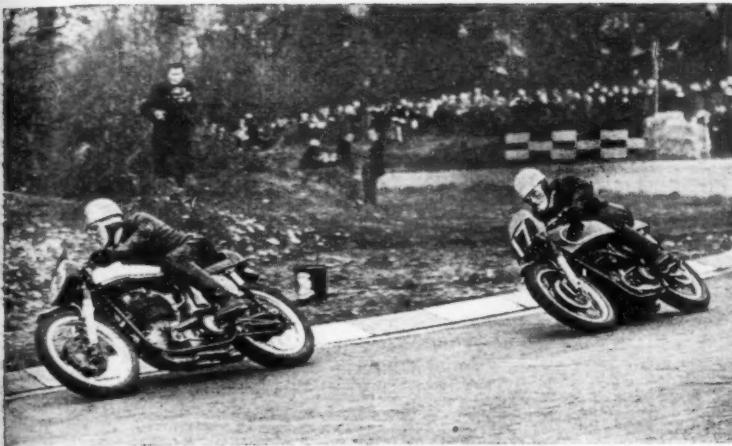
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- LAMBORELLE

TRIALS



RIDER
GORDON JACKSON
347 c.c. A.J.S.

Ride A.J.S. and Ensure Success!



L. Flury (A.J.S.) chases Derek Minter (Norton) in the 350 c.c. Invitation Race

Four Out of Four

Derek Minter Sweeps the Board at Brands Hatch

OVER the years Brands Hatch has acquired a reputation for providing close, exciting racing. It was enhanced a hundredfold on Good Friday when, in bright sunshine, a huge crowd was treated to a display the like of which they may not see again for many a long day. No fewer than four of the nine events were won by one man, Derek Minter, but he had to work really hard for his laurels.

Patches of overnight snow still lay in the fields surrounding the circuit when the runners lined up for the first event, that for 200 c.c. machines. The race was won with consummate ease by Mike Hailwood (MV Agusta) who had returned from his triumphant South African tour only a couple of days earlier. Hailwood made a record lap at 65.45 m.p.h.

In the 250 c.c. event which followed, interest lay in the anticipated battle between Hailwood (N.S.U.) and Minter (R.E.G.). Minter made an atrocious start and at the end of Lap 1 Hailwood led from J. L. Payne (Triumph) and D. F. Shorey (Norvel). Then Minter went through the field like a rocket and with three laps gone lay second, though a long way behind the flying Hailwood. Slowly but surely Minter closed the gap and by the end of Lap 7 had Hailwood's MV Agusta clearly in his sights. On Lap 9 Minter squeezed past. His fastest lap, at 69.32 m.p.h., was a record.

Minter, this time on a Norton, made another bad start in the first 1,000 c.c. Invitation Race—a 20-lap event. First time round Payne (Norton) led from George Catlin (Norton) and Alan Rutherford (Norton). Lap 4 saw Bruce Daniels (Norton)—who had done so well at Mallory Park nearly a fortnight earlier—at the head of affairs with Payne second and L. Flury (Matchless) third.

By the sixth lap Payne was back in front. Minter was then in fourth place. After another two laps Minter was second and on the 10th lap he led. Then developed a fantastic three-cornered fight for first place between Minter, Flury and Daniels which reached its height on Lap 14 when Flury passed Minter. Minter regained the lead a lap later but Flury hung on.

Minter finally got away on Lap 18 and in a thrilling finish Flury beat Daniels for second place by half a length. Incidentally, Flury had passed his M.O.T. driving test on a motor cycle only a few days earlier! Condolences were extended

to poor Bob McIntyre whose Potts-Norton was in bother with suspension trouble.

The start of the 250 c.c. Invitation Race saw Minter make no mistake and he swooped through Paddock Bend with the pack snarling at his heels. Flury (A.J.S.) also had the bit between his teeth and with four laps completed lay second. Flury dogged Minter's tyre tracks until the 15th lap when, with a startling burst of speed, his A.J.S. drew level with and passed Minter's Norton. The crowd were wild with excitement. Minter, the king of Brands Hatch, lay in danger of losing his crown. For three tense laps Flury led and then Minter slipped by on Paddock Bend. But Flury would not give in and at the finish was less than a length behind.

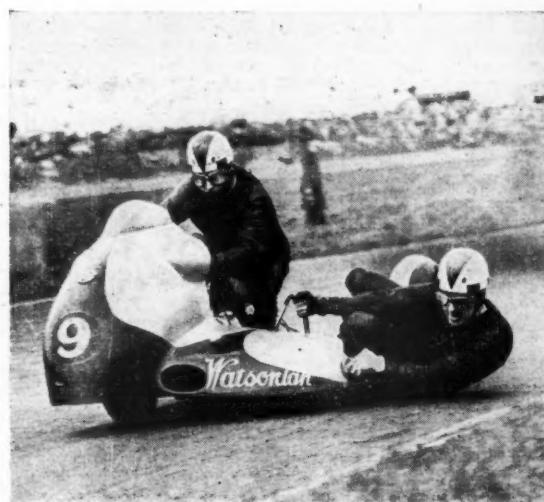
Highlight of the Second 1,000 c.c. Invitation Race was the brilliant consistency of the South African, Jim Redman (Norton) who, making his first appearance in this country, finished a worthy second to Minter. It will be recalled that a few weeks ago Redman broke Geoff Duke's lap record at the Roy Hesketh circuit, Pietermaritzburg.

By comparison, the Sidecar Scratch Race was a dull affair which was won by Bill Boddice, with Cyril Smith second and Pip Harris third. Their outfits were all Norton powered. Boddice was also victor in the handicap event. Starting from scratch, he took the lead on the last lap—almost the handicapper's dream!

200 c.c. Race (10 laps).—S. M. B. Hailwood (MV Agusta), 63.79 m.p.h.; 2. D. Field (125 MV Agusta); 3. D. Shorey (Triumph), 250 c.c. **Race** (15 laps).—1. D. Minter (R.E.G.), 66.48 m.p.h.; 2. S. M. B. Hailwood (N.S.U.); 3. D. Shorey (Norvel). **Sidecar Race** (10 laps).—1. W. G. Boddice (Norton) 65.00 m.p.h.; 2. C. Smith (Norton); 3. P. V. Harris (Norton).

First 1,000 c.c. Invitation Race (20 laps).—1. D. Minter (Norton), 70.45 m.p.h.; 2. L. Flury (Matchless); 3. B. J. Daniels (Norton). **350 c.c. Race** (15 laps).—1. H. W. Rutherford (A.J.S.), 65.74 m.p.h.; 2. W. D. Crain (Norvel); 3. D. Shorey (Norton). **Second 1,000 c.c. Invitation Race** (20 laps).—1. D. Minter (Norton), 69.64 m.p.h.; 2. L. Flury (A.J.S.); 3. T. Thorn (Norton). **1,000 c.c. Race** (15 laps).—1. G. A. Young (Norton), 69.41 m.p.h.; 2. G. J. Hughes (Triumph); 3. G. Gorsey (Norton). **Sidecar Handicap** (10 laps).—1. W. G. Boddice (Norton), 63.97 m.p.h.; 2. T. Folwell (Matchless); 3. J. F. Swindells (Norton). **Second 1,000 c.c. Invitation Race** (20 laps).—1. D. Minter (Norton), 70.25 m.p.h.; 2. J. Redman (Norton); 3. R. E. Rowe (Norton).

Winner of both sidecar races Bill Boddice hauls his new Norton outfit into Kidney Bend



Land's End Trial's 50th Anniversary

Snow on Exmoor Adds to Difficulties of Ancient and Modern Machines: Finish at Newquay

A GREAT golden jubilee occasion was this year's Land's End Trial, for it was in 1908 that the Easter long-distance classic was inaugurated. So last Friday night, when 220 motor cycles set off from Slough, Kenilworth and Launceston they were helping to make a landmark in M.C.C. history. A link with the past was the inclusion of 31 pre-1931 motor cycles, the earliest of which were the 1911 Triumphs of G. F. Little and F. H. Banks; a pity that none was so old as the trial itself. The veteran and vintage machines, however, had a very tough time of it, for although they were not required to tackle the more difficult observed sections they nevertheless had to cope with Stony Street, Station Lane, Beggars' Roost and the dreaded Bluehills Mine.

Newquay, not Land's End, was the actual finishing point and in Cornwall the weather was fair. So, too, had it been throughout the night run—dry but bitterly cold. Yet on Exmoor, where early numbers arrived well before daybreak, snow

Using all the power of his 997 c.c. Ariel four to keep his outfit away from the rut, T. H. Eddy storms muddy Treworgie Hill

fell for several hours and made the journey from Lynmouth to Simonsbath an ordeal.

Taunton, the point where all three routes converged, was chosen as the breakfast stop and how welcome it was with the temperature down in the 20s. However, for the riders of veteran and vintage machines especially there was warm work ahead, for most were overgeared and Beggars' Roost brought every one to a halt.

The distinction of making the only non-stop scooter climbs of Stony Street and Beggars' Roost went to Frank Chambers who urged his 191 c.c. Prior upward with great determination. For the more powerful machines these hills presented little problem if tackled fast enough. Even the

W.D. Matchless-mounted Army riders had many clean climbs to their credit and a rocket-like ascent was made by Sgt. Fred Gamwell. Among the sidecar contingent T. H. Eddy (997 Ariel) was outstanding but he blotted his copybook on the much easier Twischen Hill.

On and on they went, through ever-improving weather to Darracott, Treworgie, Crackington, New Mill, Hustyn and Bluehills Mine. Some of the hazards were simple, some (such as the muddy log-slide at Treworgie) very difficult indeed. Many competitors fell by the wayside, especially in the veteran class, but all who got to Newquay at the end of the 338-mile run were agreed that the Golden Jubilee Land's End Trial had been an event in the very finest tradition.



Won at a Canter

Les Archer (490 Norton) Outstanding in Hants Grand National

AMONG the thousands of spectators who thronged the heather-clad slopes at Matchams, near Ringwood, last Friday afternoon one question was uppermost: would the 1958 Hants Grand National be won by Les Archer (490 Norton) or Don Rickman (499 B.S.A.)? That one or other would be victorious seemed likely, for Rickman had won in 1955, Archer in 1956 and Rickman again in 1957.

But quite early in the day—in the second Lightweight heat—there occurred an unfortunate incident which was later to have its effect on the Grand National final. Don Rickman, riding a two-fifty Ariel, was involved in what appeared to be quite a trivial mix-up, yet it resulted in a leg wound sufficiently serious to necessitate a trip to hospital.

The wound was stitched, whereupon Rickman asked: "May I go now?" The doctor wanted to know where, but Rickman was already through the door of the casualty ward and mumbling something about rushing back to Matchams in time to take part in the Grand National! And take part he did—a gallant show of determination to defend his title, which brought

applause from the onlookers. However, the attempt was in vain, for the injury still troubled him considerably and Les Archer won at a canter, impervious to a persistent onslaught by Derek Rickman (499 B.S.A.), Ivor England (499 B.S.A.) and Ken Heanes (498 Triumph).

In many respects the Grand National final was the least interesting race of the day. Once Archer had established his superiority on Lap 2 the outcome was never in doubt, so effortless was his riding and so obvious the fact that he had plenty of speed in reserve. True, Derek Rickman and England waged a purposeful duel for second place during the first half of the race but for the last nine laps there was no change in the Archer-Rickman-England-Heanes sequence.

Better by far was the Lightweight final. After Derek Rickman (248 Dot) had appeared to have the race in his pocket he retired with a seized engine and the issue then remained in doubt until the very end, with Bryan Sharp (249 Francis-Barnett), Dave Bickers (197 Greeves) and Joe Johnson (197 Dot) fighting every inch of the way. Sharp slowed towards the

finish with partial seizure but he encountered no trouble in the Junior final, a race which he won convincingly from Johnson.

Lightweight Race—1, D. Bickers (197 Greeves); 2, J. G. Johnson (197 Dot); 3, J. E. Clayton (249 Francis-Barnett). **Junior Race**—1, B. A. Sharp (249 Francis-Barnett); 2, J. G. Johnson (197 Dot); 3, D. Bickers (197 Greeves).

Hants Grand National—1, L. R. Archer (Norton); 2, D. E. Rickman (B.S.A.); 3, I. J. England (B.S.A.). **Senior Race**—1, D. E. Rickman (B.S.A.); 2, England (B.S.A.); 3, K. Heanes (Triumph).

Yes, those front down tubes are meant to be curved that way! Les Archer (Norton) in the Hants Grand National





BULLETIN

Crystal Palace Road Races 7.4.58

1000 c.c. Final

1st DEREK MINTER • Norton

350 c.c. Final

1st DEREK MINTER • Norton

Oulton Park National Trophy Meeting

Lightweight Race

1st TOMMY ROBB • N.S.U.

(Subject to official confirmation)

**"Yes, and won
on exactly the same petrol I'm
putting in your
tank now!"**

**GOLDEN
ESSO EXTRA**

**Finest petrol
in
the world**



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*Outstanding success by
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TRIUMPH

TIGER CUBS

PREMIER AWARD

(L. A. RATCLIFFE)

RUNNER-UP AWARD

(R. PEPLOW)

250 CLASS CUP

(J. GILES)

TEAM AWARD

(L. A. RATCLIFFE, R. PEPLOW, J. GILES)

(Subject to official confirmation)

Put the "sting" back in your engine and give the full-firing efficiency that means a lively responsive motor . . . quicker and easier starting . . . all the boost from your petrol . . . and a greater surge of power . . . with new Champion spark plugs at 5/- each.

CHAMPION

WORLD'S FAVOURITE SPARK PLUGS ON LAND, ON WATER AND IN THE AIR



Sun Shines for the Roost

Dry Day and Record Entry for Wood Green Club's Classic

TAKING its name from the famous hill near Lynton (which, ironically, is never included in the event nowadays), the Wood Green Club's national Beggars' Roost Trial continues to be one of the favourite fixtures in the Easter calendar and, indeed, becomes more and more popular as time goes by: last Sunday's entry of 292 was a record.

With the start and finish at Wheddon Cross, highest village in Somerset, the 40-mile course contained 11 observed sections of which unquestionably the most difficult was Edbrook. It was divided into two separate hazards each of which comprised an ultra-steep climb over tree roots and which spelled defeat to all save two riders, Ray Peacock (497 Ariel) and Peter Lazenby (347 Matchless), who conquered the whole of the hill in masterly fashion. The route, which embraced some of the prettiest parts of north-east Exmoor, was planned on the time-saving figure-of-eight system. While the even numbers were struggling with Edbrook, therefore, the odd numbers went to Combeleigh (downhill this year and quite innocuous), Langdon's Way—so difficult that fewer than a dozen were clean—Stone Lane and the two-part Downcombe. How slippery were Downcombe's infamous rock slabs—and how brilliant were Frank Darriekul (499 B.S.A. sc) and Mike Bird (497 Ariel sc) to achieve the only unpenalized climbs among the sidecars.

That old terror, Cloutsham, was well doctored with tree trunks to infuse sufficient sting into what was once a fantastically rocky hill, but the remaining hazards

—West Ditch (steeply down) and Croydon Hill (even more steeply up)—were in easy mood. The previous day's rain and snow had put the course in prime condition but on Sunday the weather was dry and sometimes sunny, lending the final touch of enjoyment.

Best Solo.—R. W. Peacock (497 Ariel), 6 marks lost. **Best Sidecar.**—F. Darriekul (499 B.S.A.), 20. **Runner-up Sidecar.**—K. G. Robertson (499 A.J.S.), 27. **250 c.c.**—W. H. Martin (197 James), 18. **350 c.c.**—R. J. May (Matchless), 20. **500 c.c.**—G. S. Blakeway (Ariel), 11. **Over 350 c.c. Sidecar.**—T. C. Gaines (Ariel), 31. **Best Novice.**—R. W. Chapman (347 Matchless).

Down in the West Country, H. J. Ginno (197 James) climbs the relatively easy Stone Lane, near Downcombe. Ginno lost 29 marks and so gained a first-class award



Double for Pip Harris

A STIFF, marrow-chilling breeze and grey skies greeted the enthusiasts who made their way to Snetterton on Sunday. In spite of the unseasonable conditions and the absence of such celebrated entrants as Alastair King, Jimmy Buchan, Bob Anderson and Alan Rutherford, spectators witnessed some keen racing and several breath-taking finishes. A double victory was scored by the redoubtable Pip Harris (Norton sc).

In the opening 125 c.c. event John Hogan (MV Agusta) got away to an excellent start, with Mike Hailwood and D. Field, similarly mounted, in close attendance. Field coaxed unexpected speed from his nose-faired machine and passed the other two on the second lap.

Derek Minter, on the R.E.G., was expected to provide the fireworks in the two-fifty race. He did so in spite of a very bad start and some one-cylinder running during the first lap. Geoff Monty (G.M.S.), too, was well back

initially and interest was divided between the efforts of these two to get to the fore and those of Joe Murgatroyd to keep his smart Velolette ahead of J. Hamilton (N.S.U.) and, later, D. Shorey (Norvel). After losing the lead during the fifth lap, Murgatroyd regained it to win by a wheel while Monty and Minter carved their way up to third and fourth places respectively.

Pip Harris made his usual lightning getaway in the 500 c.c. Sidecar Race but by the end of the second lap Jack Beeton was right on his tail. For the next two laps Beeton was just ahead as they came past the stand but each time Harris found the necessary speed to repass him before Riches Corner. Beeton could not get by again but lost by only five yards.

The 1,200 c.c. sidecar event was a glorious repetition of the battle save that Beeton led for the first two laps, lost his lead to Harris on the third, snatched it back and again lost it to be vanquished by a length.

After finishing third in his three-fifty heat, Geoff Monty failed to bring his Norton to the line for the final which, after a brave first-lap effort by George Catlin (Norton), was Minter's (Norton) all the way. L. Youngs (A.J.S.) took over second place from Catlin and then, Mike Hailwood (Norton) came storming

44. **Best South Midland Centre Resident.**—J. Rees (197 James), 18. **Best Wood Green Member.**—P. B. Lazenby (347 Matchless), 28. **Best Wood Green Novice.**—A. J. Legget (197 Francis-Barnett), 60. **Team Prize.**—Darlington: Blakeway, R. J. Wooldridge (197 Greeves), R. A. Putters (197 Dot), 63.

First-class Awards.—G. Palmer (499 Royal Enfield), 15; N. J. Crump (497 Ariel), 16; Rees, 18; J. A. Wirdham (499 B.S.A.), 19; Wooldridge, 20; J. M. Simpson (197 Greeves), 21; G. W. Beamish (347 A.J.S.), 22; R. Baker (347 A.J.S.), 23; K. G. Edwards (197 Norton), 24; A. J. Empson (197 Ariel), 24; M. H. Smith (197 Cotton), 24; W. G. R. Faulkner (197 Francis-Barnett) and A. K. Willicot (197 James), 25; K. R. Streeter (347 A.J.S.), D. Boaden (197 James) and R. S. Harris (499 Royal Enfield), 26; M. Berrett (490 Norton), 27; A. M. Smith (499 Triumph), B. C. Hurst (197 A.J.S.), Lazenby (197 James) and R. P. Clampin (347 A.J.S.), 28; R. Setter (197 Greeves), H. J. Ginno (197 James), A. E. Medhurst (349 Royal Enfield), R. W. Golmer (497 Ariel) and C. H. Clayton (347 A.J.S.), 29; J. W. Williams (197 James) and J. M. Lambert (199 Triumph), 30; A. J. Leigh (490 Norton), 31; M. Dismore (346 Royal Enfield), W. A. Mills (497 Ariel), P. G. Harden (197 Francis-Barnett) and Putters, 32; A. Sutton (347 A.J.S.) and R. T. Williams (497 Ariel sc), 33; R. G. Collier (597 Norton sc), 50.

past the pair of them to finish second.

Having walked away from Pete Ferbrache (Norton) in the first five-hundred heat, Minter (Norton) looked set to win the final. However, fate intervened and he stopped at the end of the fourth lap. Catlin (Norton) again rushed into the lead from the start, only to lose it to the second-heat winner, R. Rowe (Norton), who was riding in cracking style. Ferbrache had worked his way up from midfield into third place by half distance, but was unable to overcome Catlin's advantage and was constantly harried by J. Holder (Norton), who very nearly pipped him on the run up to the finish.

125 c.c. Race (4 laps).—1. D. Field (MV Agusta), 67; 2. J. M. Minter (Norton), 67; 3. J. Ferbrache (MV Agusta). **Fastest Lap.**—Field, 70.03 m.p.h. **250 c.c. Race (6 laps).**—1. J. Murgatroyd (Velolette), 74.35 m.p.h.; 2. D. Shorey (Norvel); 3. G. Monty (G.M.S.). **Fastest Lap.**—Monty, 78.25 m.p.h.

500 c.c. Sidecar Race (6 laps).—1. P. V. Harris (Norton), 74.12 m.p.h.; 2. J. Beeton (Norton); 3. M. Youell (Norton). **Fastest Lap.**—Harris, 75.94 m.p.h. **350 c.c. Race (heats 7 laps, final 10 laps).**—Heat 1, 1.—M. Hailwood (Norton), 79.34 m.p.h. Heat 2, 1.—L. Rutherford (A.J.S.), 77.49 m.p.h. Final, 1.—D. Minter (Norton), 80.92 m.p.h.; 2. M. Hailwood; 3. L. Youngs (A.J.S.). **Fastest Lap.**—Hailwood, 83.05 m.p.h.

1,200 c.c. Sidecar Race (6 laps).—1. P. V. Harris (Norton), 74.79 m.p.h.; 2. J. Beeton (Norton); 3. M. Youell (Norton). **Fastest Lap.**—Harris, 77.99 m.p.h. **500 c.c. Race (6 laps, heats 7 laps, final 10 laps).**—Heat 1, 1.—D. Minter (Norton), 82.87 m.p.h. Heat 2, 1.—R. Rowe (Norton), 80.77 m.p.h. **Final.**—1. Rowe, 84.27 m.p.h.; 2. G. Catlin (Norton); 3. P. Ferbrache (Norton). **Fastest Lap.**—Rowe, 86.17 m.p.h.



In the first lap of the 500 c.c. final Ian Horsell (A.J.S.), No. 31, heads the pack. On his right is Brian Martin (B.S.A.), No. 81, and on his left Peter Taft (B.S.A.), No. 19. In the middle is D. Bickerton (B.S.A.), No. 7

King is Crowned

B.S.A. Rider Wins Hawkstone Championship and Brian Martin (also on a B.S.A.) the 350 and 500 c.c. Races

TWENTY minutes after starting the Salop Club's Championship Scramble on Easter Day, Geoff Duke reached for the chequered flag to acknowledge Roy King (B.S.A.) king of Hawkstone Park. The B.S.A. rider led from the start and his victory was not unexpected—especially after Brian Martin (B.S.A.s), who had won the 350 and 500 c.c. races, went out with gear-box trouble during his heat.

Oddly enough, this success was King's first at Hawkstone Park in five years. He rode brilliantly throughout the afternoon, and during his heat established the best time over three laps in 8m 38s. Runner-up to King in the championship was Dave Bickerton on another B.S.A.

As well as wielding the flag for the championship, Duke opened the meeting by starting the 250 c.c. class. And as if to prove that even starters can become engulfed in dramatic doings at the Shropshire circuit, a Triumph ridden by R. B. Ward burst into flames, as Arthur Askey would have put it, "before Duke's very eyes." The conflagration was quickly suppressed but Ward was unable to start. Winner of the 250 c.c. race was J. D. Stallard (199 Triumph), who made the pace most of the way. At one point he lost the lead to J. L. Harris (199 James)—but regained it in spectacular fashion on Hawkstone's famous 1 in 3 upgrade.

The 350 c.c. final provided exciting racing. Brian Martin moved confidently into the lead in the early stages. Jimmy Bray and Arthur Lampkin, also on B.S.A.s, challenged strongly and the event ended with these two duelling hard for second place. Lampkin streaked to the flag just a machine's length ahead.

Martin had Peter Taft (B.S.A.) to contend with in the 500 c.c. race. When the flag dropped they sped off together, build-

ing up a commanding lead over the remainder of the field. Martin led. Taft closed right up to his rear tyre and gave Martin an awful time until, on the final dash to the line, Martin opened the taps wide and gained briefly. Tony White (B.S.A.) and King battled hard and long for third spot—and it was White who collected the place.

Although the day was cold the rain stayed away. The crowd was 12,000.

250 c.c. Race (4 laps).—1. J. Stallard (Triumph), 11m 24.8s; 2. J. L. Harris (James); 3. N. Cuthbert (197 Greeves). **350 c.c. Race** (6 laps).—1. B. W. Martin (B.S.A.); 15m 50s; 2. A. J. Lampkin (B.S.A.); 3. J. Bray (B.S.A.). **500 c.c. Race** (6 laps).—1. P. Taft (B.S.A.); 2. T. White (B.S.A.).
Hawkstone Championship Race (8 laps).—1. R. King (499 B.S.A.), 20m 43s; 2. D. Bickerton (B.S.A.); 3. A. J. Lampkin (B.S.A.).

Surtees on Form

IN his first race of the year, at Imola, Italy, last Monday, John Surtees (MV Agusta) was in winning form; he secured the Shell Gold Cup in the 500 c.c. race at 84.16 m.p.h. for the 124 miles. His fastest lap was at 86.8 m.p.h.—from a standing start on the first lap—and he finished 54s ahead of the second man home, Romeo Venturi, the Italian, also riding an MV Agusta. Australian Jack Ahearn (Norton) was third and Alan Trott (Norton) was fourth.

Last year's winner, Dickie Dale, was unlucky in his first race with the Fugger B.M.W. In practice the engine seized and he fitted another unit borrowed from the Swiss, Florian Camathias. But in the race that, too, gave trouble.

The meeting opened with the 250 c.c. Race over 28 laps of the 3.11-mile circuit. Roads were wet from earlier rain but the leaders Tarquinio Provini (MV Agusta),

E. Mendogni (Morini) and Carlo Ubbiali (MV Agusta) were in very close company with Mendogni pressing hard. Towards the end he fell back slightly and it was Ubbiali who finally chased Provini across the line only 0.4s behind.

Highlight of the 350 c.c. Race was the riding of the Swiss L. Taveri, who kept his Norton in the lead until the last lap when he was slowed by engine trouble. His mishap let Alano Montanari riding a 320 c.c. Moto-Guzzi home first, at 77.88 m.p.h. Montanari had fallen momentarily on the fifth lap which dropped him to sixth place, but he then pulled up places as the laps were reeled off. Jean Collot (Norton) of France was third and the next three places were filled by British riders George Salt (Norton), Trow (Norton) and Geoff Tanner (Norton).

Speeds generally were down on last year owing to a chicane, which had to be taken in second gear, just after the starting line. It was said that the course modification had been made at the request of MVs in the interests of riders' safety. It was at Imola that Ray Amm was fatally injured in 1955 and at last year's meeting both Geoff Duke and Bill Lomas were injured in crashes.

250 c.c. Race (28 laps—87.25 miles).—1. T. Provini (MV Agusta); 1h 56m 13s, 79.04 m.p.h.; 2. C. Ubbiali (MV Agusta); 3. E. Mendogni (Morini); 4. A. Montanari (MV Agusta); 5. G. B. Trow (Norton); 6. A. Wheeler (F.B. Mondial). **Fastest Lap**.—Ubbiali, 2m 16.7s, 82.16 m.p.h.

350 c.c. Race (30 laps—93.5 miles).—1. A. Montanari (Moto-Guzzi), 1h 12m 0.9s, 77.88 m.p.h.; 2. L. Taveri (Norton); 3. J. Collot (Norton); 4. G. T. Salt (Norton); 5. A. J. Trow (Norton); 6. G. B. Trow (Norton). **Fastest Lap**.—Montanari, 2m 18.3s, 81.1 m.p.h.

500 c.c. Race (40 laps—124.4 miles).—1. J. Surtees (MV Agusta), 1h 28m 53s, 84.16 m.p.h.; 2. R. Venturi (MV Agusta); 3. J. Ahearn (Norton); 4. A. J. Trow (Norton). **Fastest Lap**.—Surtees, 2m 9.1s, 86.8 m.p.h.

Lomax Cup Trial

A FINE day—a 60-mile course in North Wales that included a bit of everything in 49 sub-sections—and 115 competitors including half a dozen charioteers: that was the setting for the national Lomax Cup Trial which started and finished at Pontfadog, near Chirk, on Monday and was ably organized by the South Liverpool Club.

Gordans Hill, just short of the half-way point, had three sub-sections situated along a steep, straight climb between hedge-rows. The surface was rutted and consisted of mud a foot deep! None of the sidecars was clean and only two solo riders, Gordon Blakeway (497 Ariel) and Arthur Shutt (249 Francis-Barnett), were clean on the second sub-section.

A new section included this year for solos only was Gavins Wood, the six sub-sections of which were situated on a descent of almost frightening severity; yet two riders—Blakeway (again!) and Peplow were clean throughout its length.

Lomax Cup (Best solo).—A. Shutt (249 Francis-Barnett), 0 marks lost. **Sealey Cup (Best side-car)**.—P. Wraith (497 Ariel), 37. **Runner-up Side-car**.—P. W. Royds (490 Norton), 49. **150cc. Solo**.—S. J. Surtees (197 Dot), 200. **150cc. Side-car**.—S. J. Surtees (197 Dot), 200. **500cc. Solo**.—R. S. Peplow (Triumph), 9. **500cc. Side-car**.—M. H. Risman (Royal Enfield), 16. **500cc. Side-car**.—G. Blakeway (Ariel), 10.

Best Under 21.—P. C. Neal (197 Dot), 29. **Team Award (Best under 21)**.—17. **Side-car**.—P. W. Royds (490 Norton), 49. **150cc. Solo**.—C. G. Chadwick (197 Dot), 57. **Side-car**.—S. J. Surtees (197 Dot), 57.

First-class Awards.—Sellars, 18; B. Cooper (347 Ariel), 19; Chadwick, 21; R. Joy (497 Ariel), 22; G. Naylor (348 Royal Enfield), 24; B. K. Rodgers (197 Greeves), J. A. Sandford (197 Dot) and A. Sagar (347 A.J.S.), 25; I. C. Shennan (347 A.J.S.) and E. H. Harris (197 Francis-Barnett), 29.

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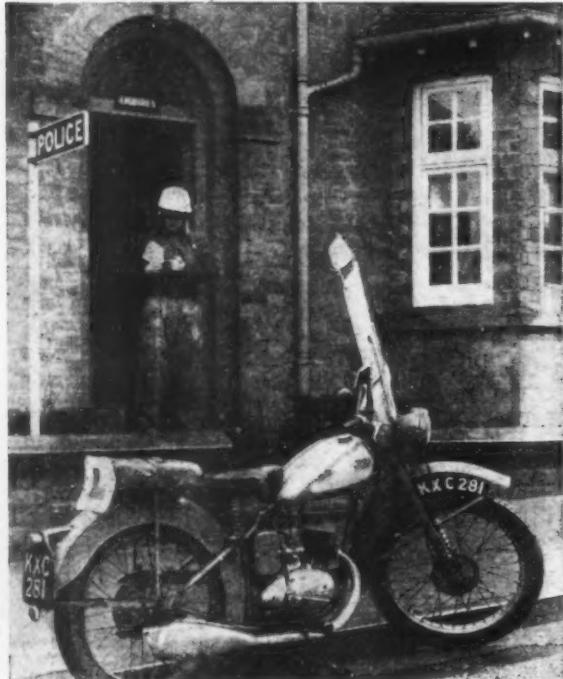
News is Where You Find It—and Barry Quann Finds It with the Help of His Motor Cycle

HOW do you picture a newspaper reporter? As a tough character dressed in a grubby mackintosh, with his battered trilby pushed well back on his head? Ah, but that is the reporter as seen by the film and television producers. Perhaps there are one or two chaps like that; but they are not usually found working for a small-town weekly. Suppose, for instance, that you live in Sutton Coldfield and that you have just won a big prize in a football pool, or that your parents are about to celebrate their silver wedding anniversary. Then, as like as not, the *Sutton Coldfield News* will be interested, and the reporter who will call to obtain details will probably be a neatly dressed, serious-seeming youth named Barry Quann.

So, just for once, let us turn the tables and place young Barry on the wrong side of the interview twosome. The staff of the local paper is relatively small and comprises a senior reporter and two juniors—of which Barry is, so to speak, the “senior junior.” Nearly 21 years old, he has been in journalism for the past three years, of which a year has been spent on the Sutton Coldfield paper, but a further change of job is pending—towards the end of this month he is expecting to be called up for National Service.

He has had to serve an apprenticeship and part of his time during those first three years was spent in attending a course in journalism at Walsall technical college. There he studied such compulsory subjects as advanced English, shorthand and the principles of local government, in addition to which he took the optional subject of economics. Local government may seem

Sutton Coldfield police station is a regular source of news. Barry tucks his notebook away and prepares to return to the office



It's not all motor cycling; Barry Quann at the desk

Cub Reporter

BY BOB CURRIE

an odd line of country for a budding reporter to study, but a moment's thought will give the reason; a local weekly newspaper usually carries quite lengthy reports of council deliberations, and the reporter must have a sound understanding of all branches of local administration in order to prepare accurate précis.

The climax to the long period of training is the proficiency test, at which the trainee answers questions relating to newspaper practice and conducts a sample interview, afterwards submitting his story to the examiners to be checked for accuracy. To test his English he must complete an essay on a set subject and finally—most important—he has to sit an examination paper on such points of the law as affect the journalist; they include libel, the juvenile courts, rights of admission to meetings and similar matters. Up to the present Barry has passed the majority of the tests and is studying hard for his law examination. The training scheme is recognized by the authorities, and it is on this account that his call-up has been deferred.

Present-day custom is for a group of local newspapers to be controlled from a central office. The *Sutton Coldfield News* maintains a small local office where Barry usually spends three days of each week, but the headquarters are at the *Birmingham News* plant, only a few hundred yards from the Norton factory. It is to the Birmingham office, then, that he must return to write-up his reports; he works from his notebook, composing his story direct on to the typewriter, and his responsibility ends with placing the copy on the editor's table. Friday is publication day, and Thursday is the last day for the submission of news items for the coming issue, but generally the paper is comfortably full by Wednesday—particularly if the week has held an interesting council debate.

But what has all this to do with motor cycling? The answer is in mobility—so that Barry Quann can cover his district more conveniently he uses a B.S.A. Bantam. It is his own machine, of 1949 vintage (but, he proudly points out, with a reconditioned engine) for which he can claim expenses at 2½d a mile; it is a modest enough allowance, but the Bantam's thirst is small and Barry is not out of pocket. Until he acquired the machine little more than a month ago (and that explains the L-plates which it carries) he went about on foot and by public transport—but that, as he now realizes, was doing things the hard way. In off-duty hours he has become a member of a little

group of novice motor cyclists who, to quote his father, "spend each weekend in and out of each other's gardens, pulling bikes to bits and putting them together again." And if that raises a smile, then think back to your own early days. Doesn't that go for all of us?

So far, his pleasure trips have not taken him far afield, but at Easter he went on a long-planned trip to Wales; his route included the ascent of Bwlch-y-Groes. Adventure, indeed! His riding is self-taught, but he handles his little mount with complete confidence; and once May is passed he hopes that those red L-plates can be thrown away.

But back to work, and to a typical Monday in a cub reporter's life. Barry checks in at the Sutton Coldfield branch office around 10 a.m., for the tempo on a local weekly is generally easy-going and there is little of the desperate battle against time that characterizes, say, the office of a London evening newspaper. His first job may be to go to the council office to get details of the Mayor's engagements for the week. Then a visit to the police station may bring news of interesting weekend happenings, or of impending inquests and court cases.

Information obtained is brought back to the office and entered into the diary, a volume which looms large in Barry's work; other notes have been coming in by telephone or by letter from local club secretaries and other sources and, eventually, the diary contains a record of all the events due to take place in the district during the week. The chief reporter adds, against each item, the name of the reporter assigned to the particular engagement. On subsequent mornings, therefore, Barry's first duty will be to refer to the diary and note his jobs for the day. Some of them may mean evening duty—an important dinner, say, or a club meeting—but first, the morning may be occupied with reports of police court proceedings. If there is any free time Barry mounts his Bantam and sets out to patrol his "parish," visiting the outlying districts of Streetly and Four Oaks and collecting news from such sources as local vicarages. Then, too, Sutton is rightly proud of its huge park—site of last year's Boy Scout Jamboree—and a visit there will usually result in a topical paragraph. For instance, on the trip on which I accompanied young Barry we stopped to chat with a boatman at one of the several large pools; he was checking over the various craft to see that they would be ready for the expected rush of Easter time. "Ready for Easter"—a nice little story for the gossip column.

I asked Barry if he could remember his first assignment. He could, indeed; the rawest cub reporter in captivity, he was sent to report the annual general meeting of a marriage-guidance council. Red to the ears, he manfully stuck to his post and duly turned in a workmanlike story.

His first job on joining the newspaper world was proof reading—checking the long slips of paper known as galley proofs for spelling errors—but in time he was transferred to the reporters' room to do odd jobs for the various newspapers in the Birmingham News group. For a time he was "Uncle Peter" of the children's page. He would check entries for the simple competitions set for the teenies and award prizes, and answer the many letters which such honorary uncles always seem to get. Weddings play an important part in the make-up of a small-town newspaper and the most junior of the reporters is usually given the job of composing paragraphs from replies to the standardized questionnaires sent out to intended happy couples. But at length Barry Quann progressed to the writing of special feature articles—the gun trade, a visit to a refuse disposal plant; and on the first of these there was the genuine thrill of seeing his own name as the author.

His most unusual assignment? On one occasion he was sent to interview three girls who were identical triplets. They had joined the Brownies together, had risen through the ranks of the Girl Guides, and were then of eligible age; so alike that even their boy friends became confused at times, the girls



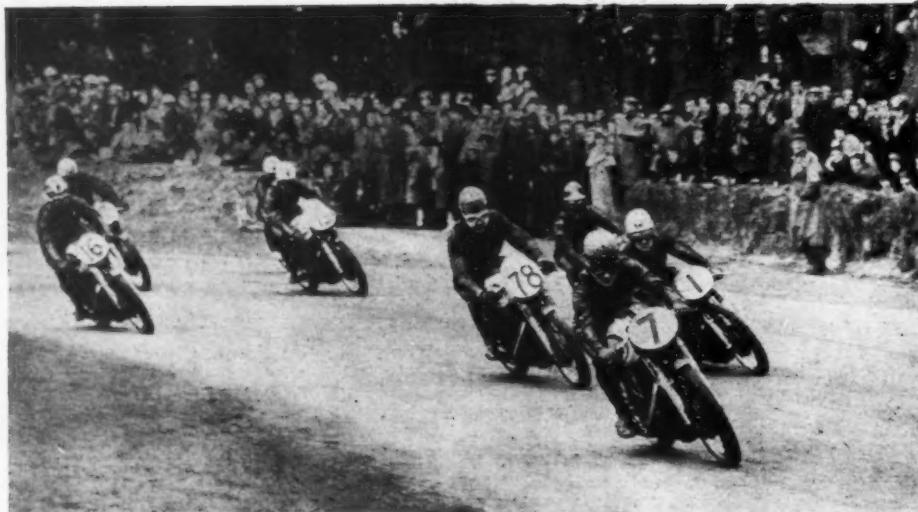
Sutton Park shot of the young reporter, snug in spite of the rain, behind his vision-slotted windscreen

soon had the young reporter in a daze and he could never be entirely sure that he had attributed the right "quote" to the right triplet!

Yes, it is a varied life, no doubt of that. And certainly there can be no better training ground than the average local newspaper for the youngster setting out to make a career in journalism. Barry's ultimate goal is a position on a provincial daily paper—but that lies some distance in the future, and the path towards it leads, by Bantam (or, maybe, something bigger later on), past police courts, flower shows, council meetings and annual dinners.

The group with which Barry Quann is employed makes use of Lambretta outfit for photographic work; Barry discusses an assignment with his photographer





Speeding pack at Old Hall Corner in the 500 c.c. Experts' Race: in the lead is Alan Holmes (No. 7) and close behind is Bob McIntyre (No. 1). No. 16, on the left, is Paddy Driver of South Africa. All ride Nortons

Hotshoeing at Oulton Park

Determined Scrapping at Cheshire Easter Monday

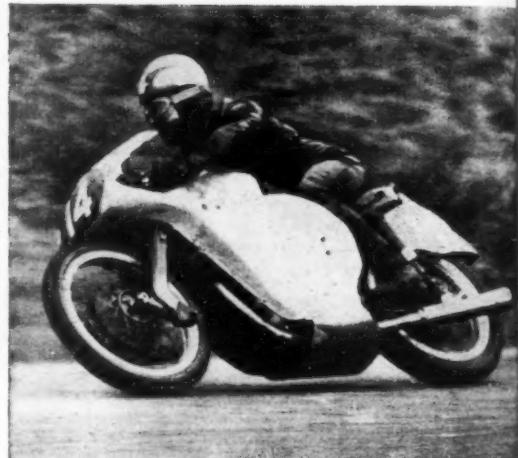
Meeting : Alastair King (Norton) the Solo Star

FOR that thrill-packed 350 c.c. final alone the trip to the Wirral Hundred Club's National Trophy Meeting at Oulton Park on Easter Monday would have been worth while. For many of the 19 laps, five riders diced nose to tail, even abreast at times, with the lead changing repeatedly until Alastair King (Norton) gained the upper hand. But that race came late in the afternoon, and each of the preceding events held its full quota of excitement and drama.

Opening the programme was the first heat of the same 350 c.c. Race. Taking early advantage of his front-rank position, Ken Patrick (Norton) headed the field into Old Hall Corner. In second place was Jim Redman (Norton) from South Africa, but by the end of the opening lap Bob Anderson (Norton) had ousted Redman and lay two lengths behind Patrick. The gap narrowed further; Anderson saw his chance at Lodge Corner, slipped past, and from then on could not be caught.

At flag-fall for the second heat Terry Shepherd shot away from the grid, closely followed by Ray Fay and Ron Stretch (Nortons). Fay challenged strongly and, indeed, took a temporary lead on the third lap; but at the finish

Winner of the 250 c.c. Race, Tommy Robb rides his dolphin-faired N.S.U. in neat, forceful style *



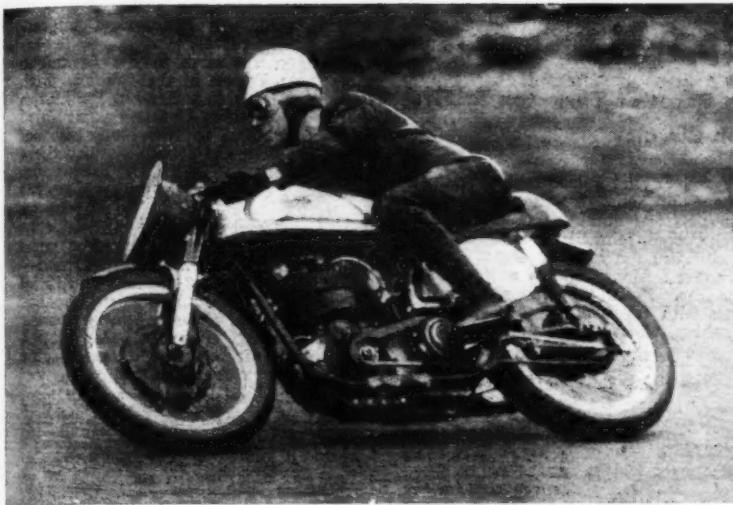
Shepherd was again top dog. Third was Stretch, while a race-long duel for fourth berth between Alastair King and Geoff Duke (Nortons) ended in King's favour.

With a line-up that included Cyril Smith, Pip Harris and Bill Boddice, the first sidecar race promised top-line dicing. And although Boddice had seized the engine of his first-string outfit in practice and was relying on last year's model, all the promise was fulfilled. Just ahead as the pack streamed out of Old Hall Corner was Harris, but at Knicker Brook Smith rocketed through to the front. Boddice held a steady third berth while behind him a first-class scrap developed between Frank Taylor and Fred Hanks—and it was to enliven much of the race.

This was sidecar scrapping at its very best. Harris clung to Smith's rear wheel. Back in midfield, John Harris and Fred

Pusey (Nortons), and Frank Fox (B.S.A.) and S. Nightingale (Norton), diced exuberantly. But the eyes of the crowd were on the main scrap. On Lap 4 Pip re-passed, to cross the line less than a length ahead of Smith. Boddice was third, Frank Taylor fourth—but for Fred Hanks the last lap brought disaster; the exhaust-valve head snapped off at high r.p.m. and . . .

Taking the lead on the second lap of the non-expert 500 c.c. class, J. E. Griffiths (Norton) steadily drew away from G. Pennington (Norton) who in turn came through to second place after lying fourth in the early stages. For Bill Webster (MV Agusta) the 250 c.c. Race was quickly over; his gear box locked up on the starting line and, as he lifted his machine to the side of the track, the rest of the field streamed off into the distance with Fron Purslow (N.S.U.) at its head. Three



Back in the saddle was Geoff Duke (Norton) seen here in the 500 c.c. Experts' Race in which he finished third behind Alastair King and Terry Shepherd

other N.S.U.s were behind him at the end of the lap, in the hands of Tommy Robb, Bill Smith, and L. A. James, while the first British machine, fifth, was the Beasley Velocette ridden by Charlie Bruce (and described on page 454). Second time round Robb had visibly closed on Purslow, and he swept to the front at the start of the third lap, holding that place to the finish; but it was a close thing, for Purslow's supreme last lap effort only just failed.

Again the sidecars came out, but the field had shrunk as the result of various mechanical mishaps. Into the first bend Bill Boddice had overtaken Smith and Harris, though at Druid's Corner he had fallen back to third. This time Smith had his revenge on Harris, whose challenge faded as the race neared its end. Frank Taylor

closed up on Boddice but could make no impression.

Setting a hot pace from the start of the 19-lap 500 c.c. Experts' Race, Terry Shepherd (Norton) had by the end of the third lap almost the length of the finishing straight between himself and second man Bob McIntyre (Norton). Third and fourth were Alastair King and Ken Patrick while Geoff Duke occupied sixth place and was scrapping with Alan Holmes. All four rode Nortons. Shepherd's lead seemed secure—but King had other ideas and by Lap 5 he had shaken off McIntyre and Patrick and was after the leader. Three laps more and he was visibly making up ground. McIntyre by then was out, pulling into the pits with defective steering—the same bother as

had plagued him at Brands Hatch; earlier Bob Anderson (Norton) had retired with a faulty rear brake.

From an excited commentator at Knicker Brook on the 14th lap came the shout of "King is leading"—and indeed he was. Past the start he tore, almost hidden in a drove of slower men, with Shepherd firmly relegated to second. There were other changes, for Duke had forced his way through to third.

Exciting enough, but the best racing was to come when the three-fifties took to the circuit. Patrick took first turn in the lead, but he was soon displaced by Fay. Next Anderson, then King, came to the front. What race this was! One, two, three, four, five men evenly matched, swapping places all round the circuit for lap after lap. Duke became pace maker on the eighth lap but he was in trouble with a defective front brake and had to give best to King who, after setting up a new lap record of 84.09 m.p.h., at last consolidated his position, with Fay in second place.

Winding up the day came a 125 c.c. event, which gave a runaway win to Fron Purslow (Ducati). Yet even this race held interest as L. Cooper strove to keep his Triumph in front of Bill Webster's MV Agusta. With one lap to go Cooper had to take to the grass which dropped him to fourth place.

First Sidecar Race (5 laps).—1. P. V. Harris (Norton); 75.85 m.p.h.; 2. C. Smith (Norton); 3. W. G. Boddice (Norton). **Fastest Lap.**—Smith. 77.72 m.p.h. **Second Sidecar Race (5 laps).**—1. Smith; 75.92 m.p.h.; 2. Harris; 3. Boddice. **Fastest Lap.**—Harris 78.02 m.p.h.

500 c.c. Non-experts' Race (8 laps).—1. J. E. Griffiths (Norton); 77.05 m.p.h.; 2. M. Gittins (Norton); 3. G. Pennington (Norton). **Fastest Lap.**—Griffiths, 78.63 m.p.h. **500 c.c. Experts' Race (19 laps).**—1. A. King (Norton); 84.27 m.p.h.; 2. T. S. Shepherd (Norton); 3. G. E. Duke (Norton). **Fastest Lap.**—King, 84.68 m.p.h.

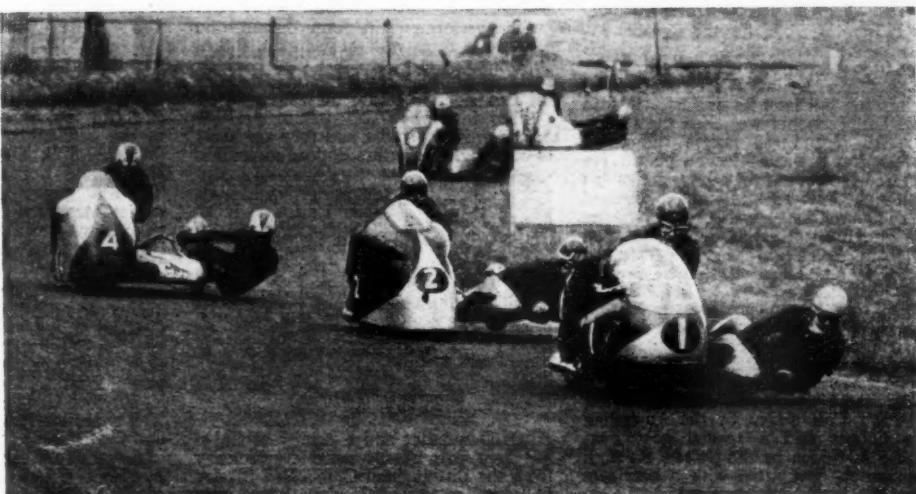
Sidecar Sprint (4 laps).—1. N. E. Smith (Norton); 65.86 m.p.h.; 2. F. H. Salterbury (B.S.A.); 3. F. M. Fox (B.S.A.). **Fastest Lap.**—Smith, 77.53 m.p.h. **250 c.c. Race (16 laps).**—1. T. H. Robb (N.S.U.); 75.24 m.p.h.; 2. F. Purslow (N.S.U.); 3. W. A. Smith (N.S.U.). **Fastest Lap.**—Robb, 77.25 m.p.h.

350 c.c. Race (19 laps).—1. A. King (Norton); 81.72 m.p.h.; 2. R. Fay (Norton); 3. G. E. Duke (Norton). **Fastest Lap.**—King, 84.09 m.p.h. (record). **125 c.c. Race (6 laps).**—1. F. Purslow (Ducati); 68.48 m.p.h.; 2. W. M. Webster (MV Agusta); 3. A. Douglas (F.B. Mondial). **Fastest Lap.**—Purslow, 69.51 m.p.h.



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At Island Bend in the early stages of the second sidecar scratch event Pip Harris leads from Cyril Smith and Bill Boddice. All drive Nortons. Smith went on to win fairly comfortably



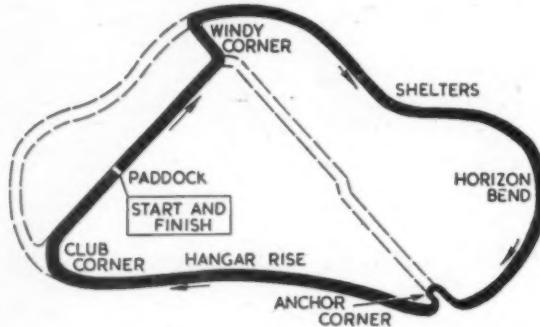
New Australian Star

Tom Phyllis from Sydney Wins Main Races at Thruxton in First Rides on a British Circuit

A NEW name rocketed into the headlines at Thruxton on Monday. It is that of Tom Phyllis, a slim youngster newly arrived from Sydney, Australia. Riding a brace of Manx Nortons with a beautiful blend of grace and dash, he won the 350 and 500 c.c. races with the aplomb of a veteran.

True, the rival attractions of Oulton

Park and Crystal Palace robbed the programme of some top names but the opposition was nothing if not first class. Derek Powell, John Clark and R. H. King are all Thruxton stars on their Nortons, as is Geoff Monty on his swift G.M.S. three-fifty. Phyllis disposed of their best efforts with consummate ease. And his overtaking, when he was not first off the



Map showing the 2.275-mile Thruxton course used for the first time on Easter Monday. The new lap, with its artificial chicanes, proved popular with competitors and spectators

Heavy Going

SCRAMBLING at its toughest—that was the verdict on last Saturday's national moto-cross organized by the Nantwich and Chester Clubs at the 1,500-yard Oulton Park circuit.

High spot was the last race of the day—the final of the Cheshire Moto-Cross B.S.A. riders Arthur Lampkin and Paul Taft were the first to dash away as the flag dropped for the 20 stars of a 70-strong entry. One of the favourites, Brian Martin (B.S.A.), was an early casualty after emerging from the undodgeable 75-yard bog section on the first lap with his front fork locked fully compressed.

Lap 2 saw Dennis Bickerton (B.S.A.) in the lead, but later he was back in fifth place and Lampkin was then the leader. After 10 laps J. L. Harris riding his 197 c.c. James was in second place. He appeared, however, to be unaware of his position because when Lampkin received the chequered flag Harris turned into the pits with him. He was quickly ushered out on to the circuit again, but Taft had caught up and Harris had to be content with third place.

The crowd was notably small, but those who were able to have a look at machines in the paddock saw some interesting specimens. There was Phil Carter's modified Manx Norton and another semi-racing model was F. Spann's 7R A.J.S.; the Tiger Cub ridden by the Australian Tim Gibbes had a special gear box; the B.S.A. ridden by the Swede, K. A. J. Bounebusch, was fitted with a rear tyre of no less than 4.50in section!

Lightweight Race (250 c.c., 6 laps)—1, S. Bickerston (Dot); 2, E. Adecock (197 Dot); 3, J. D. Stallard (199 Triumph). **Park Scramble** (1,000 c.c., 12 laps)—1, J. D. Stallard (499 Triumph); 2, B. Martin (499 B.S.A.); 3, D. Bickerton (499 B.S.A.). **Cheshire Moto-Cross** (1,000 c.c., 15 laps)—1, A. J. Lampkin (499 B.S.A.); 2, P. G. Taft (499 B.S.A.); 3, J. L. Harris (197 James); 4, D. Bickerton (499 B.S.A.).

Popular Course

THE attendance at the Retford Club's scramble at Bevercotes on Monday was so great that the organizers were almost overwhelmed. The new $\frac{1}{2}$ -mile circuit on hilly grassland proved extremely popular.

Star performer was John Burton who won three races with his 348 c.c. B.S.A. In winning the Coronation Cup Race he repeated his success of 1956 and became the first rider to secure the trophy twice.

The innovation of staging sidecar events proved popular and they are likely to be included in future Retford scrambles.

250 c.c. Race—1, A. L. Webb (Francis-Barnett); 2, K. J. Russell (197 Francis-Barnett); 3, T. Lee (Ariel). **Over-250 c.c. Race**—1, J. F. Burton (348 B.S.A.); 2, R. Franks (499 B.S.A.); 3, D. H. Bickerton (348 B.S.A.). **Sidecar Scramble Race**—1, H. C. Smith (497 Ariel); 2, S. Cadwallander (497 J.A.P.); 3, D. H. Bilyard (490 Norton). **Coronation Cup Race**—1, J. F. Burton (348 B.S.A.); 2, R. Kyffin (498 Triumph); 3, R. Franks (499 B.S.A.). **250 c.c. Handicap**—1, A. L. Webb (Francis-Barnett); 2, K. J. Russell (197 Francis-Barnett); 3, D. Robinson (195 Greeves). **250 c.c. Handicap**—1, J. F. Burton (348 B.S.A.); 2, B. G. Sudden (499 B.S.A.); 3, R. Bateman (499 B.S.A.). **Sidecar Handicap**—1, S. Cadwallander (497 J.A.P.); 2, H. C. Smith (497 Ariel); 3, D. H. Bilyard (490 Norton).

Marley Record

COLD weather and a nearby scramble kept part of the usual crowd away from the Birmingham Club's Red Marley Hill-climb on Easter Monday. There were

THE MOTOR CYCLE, 10 APRIL 1958

starting grid, was done, most impressively on the curves.

Strongest challenge to the Australian came from Powell in the 500 c.c. final. Powell got away to a flier but Phyllis ran round him at Club Corner on the third lap. Powell then got the bit firmly between his teeth and at mid-distance there was a brief bout of passing and repassing. But Phyllis was evidently weighing up his opponent's calibre for he pulled out an unassailable lead in the last three laps.

Because of deterioration of some parts of the runways, a new circuit was used—2.275 miles long and including artificial chicanes at Windy Corner and Anchor Corner. The new course proved popular with riders and spectators alike though the Anchor Corner wiggle taxed some steering locks to the utmost.

500 c.c. Race (heats 4 laps, final 10 laps): **Heat 1**—J. Clark (Norton). **Heat 2**—T. Phyllis (Norton). **Final**—1, Phyllis, 73.71 m.p.h.; 2, D. T. Powell (Norton); 3, D. G. Goddard (Norton). **Fastest Lap**—Phyllis, 75.62 m.p.h. **350 c.c. Race** (heats 4 laps, final 10 laps): **Heat 1**—T. Phyllis (Norton). **Heat 2**—J. Clark (Norton). **Final**—1, Phyllis, 70.71 m.p.h.; 2, D. T. Powell (Norton); 3, R. H. King (Norton). **Fastest Lap**—Phyllis, 72.23 m.p.h. **250 c.c. Race** (heats 4 laps, final 10 laps): **Heat 1**—P. H. Tait (Bennet-Velocette), 67.76 m.p.h.; 2, J. Hamilton (N.S.U.); 3, D. H. Edlin (Moto-Guzzi). **Fastest Lap**—Tait, 68.85 m.p.h. **125 c.c. Race** (4 laps)—1, J. Dovaston (MV Agusta), 58.75 m.p.h.; 2, D. H. Edlin (M.E.M.C.); 3, J. Dakin (E.M.C.). **Fastest Lap**—Dovaston, 60.49 m.p.h.

Non-experts 1,000 c.c. Race (heats 4 laps, final 6 laps): **Heat 1**—W. Cottle (499 Norton). **Heat 2**—J. Gooch (498 Norton-Triumph). **Final**—1, Gooch, 68.25 m.p.h.; 2, Cottle; 3, D. Williams (499 B.S.A.). **Fastest Lap**—Gooch, 75.12 m.p.h. **Non-experts 350 c.c. Race** (heats 4 laps, final 6 laps): **Heat 1**—P. Tyack (A.J.S.). **Heat 2**—R. Stoward (Norton). **Final**—1, Stoward, 66.41 m.p.h.; 2, O. Williams (Norton); 3, B. Coles (B.S.A.). **Fastest Lap**—Stoward, 69.49 m.p.h.

many first-class climbs and the record set up by Len Bayliss in 1954 was broken no fewer than six times. The new holder is A. J. Hagon of the Sidcup Club with a time of 24s on his Kirby Special in the unlimited c.c. competition.

Experts Barred—1, J. L. Harris (499 B.S.A.), time 22.28; 2, A. J. Hagon (D.M.W.); 3, D. R. Summer (497 Triumph); 4, J. A. P. 55 (A.S.C.); 5, A. J. Hagon (Kirby Special), 25s; 6, J. Bray (B.S.A.); 7, G. Goodwin (249 D.M.W.). **Unlimited c.c.**—1, A. J. Hagon (Kirby Special), 24s; 2, J. Bray (499 B.S.A.); 3, P. G. Taft (499 B.S.A.). **Invitation Race**—1, A. J. Hagon (498 Kirby Special), 24.4s; 2, J. Bray (499 B.S.A.); 3, G. P. Dary (649 Triumph). **Team Race**—1, Birmingham (P. G. Tait and J. L. Harris), 6 points; 2, Sidcup (A. J. Hagon and J. Bray), 3 points.

Moto-Cross Abroad

IN the international moto-cross meeting at Marche-en-Famenne, Belgium, on Easter Day the winner was Jan Rombauts (B.S.A.). British riders fared badly. First of the contingent home was Jeff Smith (B.S.A.), fifth, Dave Curtis (Matchless), eighth, and Les Archer (Norton), 10th. The next day at Boekel, Holland, continental stars were again triumphant. The winner was world's champion Bill Nilsson (Crescent). Archer was second.

Now 210!

SUCH strong pressure has been put on the Edinburgh Club to accept more than the 200 entries set as a limit for this year's Scottish Six Days' Trial (May 5 to 10) that 10 more have been included. The total includes six Poles, five Germans and three Swedes.

A few more experienced observers are required. Offers should be made to Tom Melville, 28, Nelson Street, Edinburgh.

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Event 9 350 c.c. FINAL

★ 1st NORTON A. KING

Event 10 (Up to 150 c.c.)

★ 1st DUCATI F. PURSLOW

HANTS GRAND NATIONAL SCRAMBLE

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125 c.c. 1st F. PURSLOW ... DUCATI	500 c.c. 1st A. KING.....NORTON
2nd W. WEBSTER MV AGUSTA	2nd T. F. SHEPHERD NORTON
3rd A. DOUGLAS MONDIAL	3rd G. E. DUKENORTON
1st SIDECAR RACE	
250 c.c. 1st T. H. ROBB.....N.S.U.	1st P. V. HARRIS ...NORTON
2nd F. PURSLOW.....N.S.U.	2nd C. SMITHNORTON
3rd W. A. SMITH.....N.S.U.	3rd W. BODDICE ...NORTON
2nd SIDECAR RACE	
350 c.c. 1st A. KING.....NORTON	1st C. SMITHNORTON
2nd R. FAYNORTON	2nd P. V. HARRIS ...NORTON
3rd G. E. DUKENORTON	3rd W. BODDICE ...NORTON

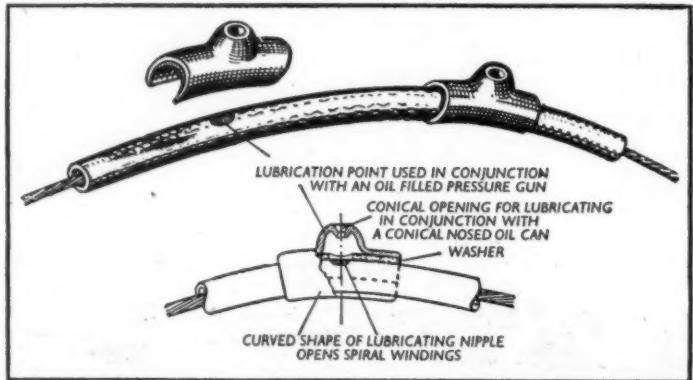
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Minter Yet Again!

Short-circuit Ace Ends Successful Easter Weekend with Two Wins at Crystal Palace : Mike Hailwood, Too

BRRR—it was cold at Crystal Palace last Monday. The snow that fell on Saturday had gone but it had caused a practice session to be abandoned so that more time had to be allotted for it on Monday. Racing, which should have begun at noon, was put off until 1.30 p.m. There were gaps in the crowd (estimated at between 15,000 and 20,000) even then.

Racing began briskly. Mike Hailwood scored a runaway win in the 200 c.c. category on his MV Agusta. The heats that followed were in the main pleasant canters—fast, but with no one trying to do anything notably dramatic.

First of the finals—for two-fifties—was more thrilling, especially for its mid-field scraps. Hailwood moved his N.S.U. ahead on the second lap and thereafter was never challenged. In the 350 c.c. final Derek Minter's mastery was equally evident. He led by the length of the straight after four of the 10 laps. Second in the early stages was that dynamic new star, L. Flury (A.J.S.), who spilled mildly and had to retire on Lap 8. Brian Setchell (Norton), E. R. Lurcock (A.J.S.) and T. Thorp (Norton) battled hard for third, and then for second after Flury went out.

The sidecar final was full of fun and won, as expected, by that great veteran, Jack Beeton. He started clumsily but worked forward forcefully from third, taking over the lead from J. F. Swindells (Norton) with three laps to go.

And the 1,000 c.c. final? Minter! Peter Ferbrache (Norton) was first off the line and after two laps led by half the length of the home straight from Bruce Daniels (Norton). Then Minter moved up to second and laid his sights on Ferbrache—and Daniels was keeping pace with him! At the end of eight laps Minter was right on Ferbrache's tail. He got ahead on

the next lap and the pair—and Daniels—finished within sight of one another.

200 c.c. Race (5 laps).—1. S. M. B. Hailwood (MV Agusta), 6m 25.5s, 64.88 m.p.h.; 2. D. M. Field (MV Agusta); 3. K. W. Whorlow (Triumph). **Fastest Lap**.—Halfwood, 68.55 m.p.h. (record). **250 c.c. Race** (heat 5 laps, final 10 laps): **Heat 1**.—T. Thorp (T.T.S.), 6m 27s, 68.65 m.p.h. **Heat 2**.—S. M. B. Hailwood (N.S.U.), 12m 26.2s, 67.06 m.p.h.; 2. J. L. Payne (J.A.H.-Triumph); 3. R. E. Hasler (Rudge). **Fastest Lap**.—Hailwood, 70.28 m.p.h.

350 c.c. Race (heat 5 laps, final 10 laps): **Heat 1**.—T. Thorp (Norton), 6m 38s, 67.99 m.p.h. **Heat 2**.—D. Minter (Norton), 6m 58.4s, 69.8 m.p.h. **Heat 3**.—L. Flury (A.J.S.), 6m 54s, 68.47 m.p.h. **Final**.—1. Minter, 11m 41s, 71.38 m.p.h.; 2. B. P. Setchell (Norton); 3. T. Thorp. **Fastest Lap**.—Minter, 73.81 m.p.h.

Sidecar Scratch Race (heat 5 laps, final 10 laps): **Heat 1**.—J. Beeton (Norton), 6m 34.4s, 63.44 m.p.h. **Heat 2**.—J. F. Swindells (Norton), 6m 27s, 64.65 m.p.h. **Final**.—1. Beeton, 12m 24.4s, 67.22 m.p.h.; 2. Swindells; 3. B. N. Green (Norton). **Fastest Lap**.—Beeton, 69.69 m.p.h.

1,000 c.c. Race (heat 5 laps, final 10 laps): **Heat 1**.—2. Ferbrache (Norton), 5m 52s, 71.06 m.p.h. **Heat 2**.—B. J. Daniels (Norton), 5m 50.6s, 71.36 m.p.h. **Heat 3**.—E. Minihan (Norton), 5m 52.6s, 70.96 m.p.h. **Final**.—Minter (Norton), 11m 18.8s, 73.72 m.p.h.; 2. Ferbrache; 3. Daniels. **Fastest Lap**.—Minter, 11m 18.8s.

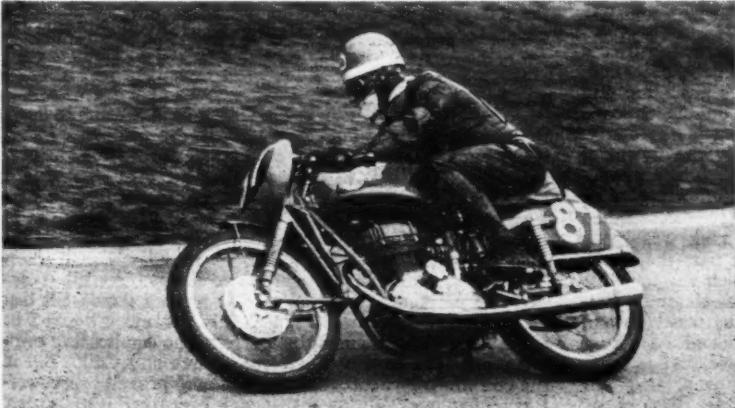
Sidecar Invitation Handicap (5 laps).—1. L. Wells (Norton), 6m 52.2s, 60.69 m.p.h.; 2. P. Woollett (Norton); 3. G. de Orfe (Norton). **Fastest Lap**.—Beeton, 69.12 m.p.h.

Catlin Fastest

AT Cadwell Park on Easter Monday at the course dried out after morning hailstorms and the 12,000-strong crowd were treated to some really good racing. The pattern of the 350 c.c. final was quickly set when George Catlin (Norton) hurtled into the lead with Peter Davey (Norton) second and R. Lawrence (B.S.A.) third. The order of the trio remained unchanged although Lawrence made a determined effort.

Some thrilling dicing for third place involving O. E. Greenwood (Triumph) and P. E. Russell, P. J. Millard and Ernie Walker (Norton) enlivened the Sidecar Scratch Race. Russell was holding on to

Mike Hailwood (196 MV Agusta), winner of the 200 c.c. Race at Crystal Palace. He established a record lap at 68.55 m.p.h.



fourth place when he "lost" his passenger on the Mountain bends. Heat 2 of the Sidecar Handicap also gave the crowd excitement in plenty with C. Freeman (Norton), the scratch man, just coming through to win from R. Smith (Matchless). In the handicap final Cadwell's oldest competitor, Wilf Spence (Norton), surprised the handicapper by taking the lead on the third lap—and holding it.

On the ninth lap of the 500 c.c. Race leaders Catlin and Peter Middleton (Nortons) were baulked by slower men about to be lapped. Middleton was the first to find his way through and Catlin had to be content with second place. Though Stan Cooper (S.C.M.) lost half a lap at the start, he not only caught the field but passed three other riders.

500 c.c. Race (8 laps).—1. D. F. Shorey (Norton), 12m 23.2s, 48.4 m.p.h.; 2. J. Murgatroyd (Velocette); 3. A. G. Briggs (199 Triumph). **500 c.c. Race** (12 laps).—1. G. Catlin (Norton), 15m 3.4s, 59.8 m.p.h.; 2. P. A. Davey (Norton); 3. R. F. Lawrence (B.S.A.). **500 c.c. Race** (12 laps).—1. G. Catlin (Norton); 2. P. A. Davey (Norton); 3. R. F. Lawrence (B.S.A.). **Sidecar Scratch Race** (8 laps).—1. C. Freeman (Norton), 10m 48s, 54.9 m.p.h.; 2. R. E. Cheney (Norton); 3. O. E. Greenwood (Triumph). **Sidecar Handicap** (8 laps).—1. W. Spence (Norton), 11m 46s, 50.3 m.p.h.; 2. Greenwood; 3. P. E. Russell (Norton).

Foyle Trophy (rider nearest to eight-lap record).—Catlin.

Masterly Lampkin

BROWNRIIGG Fell, near Penrith, where the Cumberland County Club held the 12th Cumberland Grand National on Easter Monday, gave Arthur Lampkin (348 B.S.A.) three wins. He was first home in the Senior Invitation Race and in the Junior and Senior Grand Nationals.

In the first event—for two-fifties—Bill Barugh (197 Dot) led the field in easy style until machine trouble stopped him on the fourth lap. Barugh's misfortune let T. W. Reynolds (197 Dot) into first place but he was passed by N. Crooks (197 Greeves) in the final stages.

H. Wood (498 A.J.S.) was first off the line in the Junior Invitation Race but soon W. Jardine (248 Velocette) went ahead, hotly pursued by R. Dickinson (348 B.S.A.) and N. Crooks (197 Greeves). Later Crooks and T. W. Reynolds (197 Dot) closed up on Jardine but he cleverly maintained his advantage.

Though Lampkin streaked out in front at the start of the Junior Grand National, W. Edwards and T. L. Hodgson (B.S.A.s) swept past him when he had a hectic slide in the bog. Lampkin recovered quickly and revealed his superiority in a tremendous spurt that demolished the opposition.

The Senior Grand National saw Lampkin take up his accustomed place in front within seconds of the start. Edwards fell in the bog but remounted and was soon in third place behind Hodgson. By half distance Lampkin was 150 yards in the lead and, in spite of spirited riding by Hodgson and Edwards, he finished an easy winner.

250 c.c. Race (9 laps).—1. N. Crooks (197 Greeves); 2. T. W. Reynolds (197 Dot); 3. W. Jardine (Velocette). **Senior Invitation Race** (10 laps).—1. A. J. Lampkin (348 B.S.A.); 2. T. L. Hodgson (348 B.S.A.); 3. F. Pitcher (348 B.S.A.). **Junior Invitation Race** (6 laps).—1. W. Jardine (248 Velocette); 2. N. Crooks (197 Greeves); 3. T. W. Reynolds (197 Dot).

Junior Grand National (8 laps).—1. A. J. Lampkin (348 B.S.A.); 2. W. Edwards (348 B.S.A.); 3. M. H. Hailwood (348 B.S.A.). **Senior Grand National** (15 laps).—1. A. J. Lampkin (348 B.S.A.); 2. P. L. Hodgson (348 B.S.A.); 3. W. Edwards (348 B.S.A.).

On the Four Winds

By "NITOR"

TAX RELIEF DUE

In just five days' time the newspapers will be full of pictures of a beaming Chancellor of the Exchequer holding up the Budget Box as he leaves Downing Street for the Commons. What does the Budget hold in store? Last week we learned that at the close of the financial year the Exchequer had an ordinary revenue surplus of over £400 million. Does that suggest reliefs in purchase and other taxes? All the signs and portents are that there will be very little to cheer about next Tuesday. But perhaps we can at last hope for a concession on the purchase tax on safety helmets. For more than three years M.P.s have applied persistent pressure to have the tax lifted. The only case made by the government is that to remove it would give rise to administrative difficulties—an unconvincing excuse. Legislation has been introduced to ensure that helmets comply with the specification laid down by the British Standards Institution. Surely that encouragement to their use is worthy of being backed up by tax relief?

ANSWERS PLEASE!

My paragraph under this heading in the issue for March 27 brought a flood of replies which, as I write, lie before me in two vast but reasonably orderly piles. I spoke, if you recall, of the trouble a reader experienced with a new twin. Oil escaped from the rocker-box joints and was blown out of the silencers both before and after new pistons were fitted; then suddenly, for no obvious reason, the bother cleared itself up. Your solutions fall, broadly speaking, into two categories. One group tells me that the breather was sticking or the breather pipe choked; the opposing view is that the return pipe between the oil pump and the tank was obstructed by, say, swarf. Initially I sided with the first school of thought. Since the oil was being forced out the breather seemed the obvious source of obstruction. But that could not have been so, for during its initial mileage the breather pipe dripped oil, really messily, whenever the engine was stopped (and only when it was stopped) yet it remained dry after the machine had been returned from the factory with the new pistons.

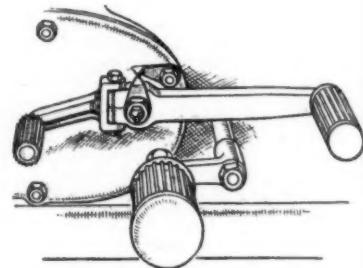
THE ALTERNATIVE

So we have to look elsewhere for the cause of pressure build up. And those who advocate an obstruction in the return pipe seem to be on safe ground. The explanation, then, would be this: once the machine was given the gun after running-in, the return system was unable to cope with the increased flow so that oil collecting in the crank-case was flung on to the cylinder walls by the flywheel; hence the smoky exhausts and wet silencers. The constriction on the return side was between the branch pipe to the rocker gear and the outlet in the tank. Therefore much of the oil that should have reached the tank was being forced to the rockers and was coming out past the joints. Finally, during the "curative" run on which the machine was being gunned, the pipe obstruction was cleared. Perhaps there is a third solution which only that ex-trials and scrambles star George Eighteen has mentioned. He suggests that the return pump may have developed a temporary fault. It would appear, by the way, that our perplexed reader was not alone in his trouble. One of my correspondents, an employee in the engine-test shop of a

famous aircraft factory, reports that a power unit in his hands developed the same fault only the other week! In that case the trouble was traced to a blocked oil return.

ROCKING-PEDAL CHANGE The man in front was on a Model 100 Panther and as we approached the roundabout his right heel went downward, once, twice. The gear pedal had been modified to rocking type—which set me musing. Is there any merit in making downward changes by depressing a rearward extension as against placing one's right toes under an orthodox pedal? Are there, in fact, any real advantages? Well, in summer, when overboots may be left in the pannier on short runs, the toe-cap of one's shoe is not marked by the gear pedal.

The rocking gear pedal made by "Nitor." The rear part consists merely of a prop stand from a W.D. Matchless, cut and bent and fitted with a sleeve



That agreed, surely there is nothing else to say? During the war, when I was doing a lot of riding on the rough in Italy I fashioned a rocking pedal from a scrap prop stand because I had once or twice stubbed my toe on rocks when I was about to cog down. The fulcrum part of the prop fitted easily over the clamp of the gear lever so that all I really did was to cut the stand arm short, heat it and bend it to form a pedal. Although the job was a success, I quickly reverted, except on very tough going, to using the old pedal in the normal way. It was quicker, and it permitted me to make much more sensitive changes. Indeed, I would go so far as to say that unless the ratios are ultra-close, so that the gears can be swopped in one swift movement of the pedal, a rocking pedal can never be really successful.

PATTERN OF ISLANDS

Just how a map of two remote Scottish islands came to be on the book-bargain counter of a store in the Midlands I shall never know. Yet there it was, marked down from the customary six shillings to a measly half-a-crown—a one-inch Ordnance Survey effort, cloth-backed, depicting the twin islands of Tiree and Coll. Tiree and Coll; what magic in those names! On an impulse I opened out the folds of the map and traced the single, yellow-tinted, Class 2 road across Tiree, noting the sparseness of the dwellings. A chill, Atlantic wind seemed to howl across the printed page—but that half-crown was burning a hole in my pocket. Should I be rash? After all, there must be few folk who can boast of owning a one-inch map of the islands Tiree and Coll. But in the end the very Scottishness of the map proved overpoweringly infectious. With a wistful sigh I returned it to its place on the counter. My silver cash remained safe.

LETTERS to the EDITOR

Parking Lights

Consumption of a 12-volt Bulb on Six Volts?

REFERRING to the letter on parking lights in your issue for March 13, your correspondent, F. C. Wilson, is in error in stating that there is no easy way of calculating the consumption of a 12-volt bulb on a six-volt system. In the case of a 12-volt six-watt bulb on a 12-volt circuit the consumption is half an amp. By Ohm's Law the resistance of the bulb is therefore 24 ohms. This resistance in a six-volt circuit would pass $\frac{1}{4}$ amp, giving a wattage of $1\frac{1}{2}$. As the filament would be operating at a lower temperature than the bulb designer intended, the candle power per watt would probably be a lot lower than normal so, by and large, a prosecuting counsel would not have much difficulty in proving the case. The point to observe is that it is a well-known fact that the rated wattage is tied to the rated voltage.

Anyway, it seems an illogical regulation: the rider of a slower-moving lightweight should surely be more anxious to have his stern end clearly visible than the rider of a fast six-fifty twin.

London, S.W.2.

BERNARD C. KEMP

Bubble Car Design

Comments on Mr. Bullows' Proposed Engine

THE article on Richard J. Bullows' bubble car design (March 27) was most interesting as I, too, believe that this country has missed the boat in the economy car field. However, I should like to make a few comments on his suggested power

unit. The double-single or fixed-deflector two-stroke engine has many inherent advantages. It is economical, has good low-speed torque and excellent two-stroking qualities, as I found with the three-fifty E.M.C. that I once owned.

However, the main advantage of a two-stroke is its simplicity, especially from the manufacturing angle, and if we are to have twin geared cranks, inlet valves, blowers and oil pumps, then the whole project starts to get expensive. Also, I cannot see a pair of gears designed to serve as transmission acting as an air pump for the carburation. Furthermore, any form of blower is a precision effort and therefore a most expensive project hardly in keeping with bubble car design.

By total-loss lubrication I take it that Mr. Bullows suggests a micro oil-pump. This type of pump supplies oil in accordance with engine speed—not engine load—and, as I have found with the E.M.C., results in oiled plugs at low revs and seizure at high speeds unless the setting is altered accordingly. The answer is a throttle-controlled pump as was later fitted by E.M.C.s and also to the very successful pre-war G.P.T. Velocette two-stroke. After my experiences of setting micro pumps by counting the drops per minute, plus the uncertainty of reliability when wear takes place in the pump, I would much rather put my faith in petrol which is simple, reliable and delivers oil in accordance with engine load.

Apart from the foregoing comments I think Mr. Bullows' bubble car "pipe dream" shows great promise and I wish him every success.

J. H. HOYER

London, N.9.

Pioneer Report

Appreciation and Suggestions for Next Year's Run

MY best congratulations to you and Jim Sheldon on the excellence of his report on the Pioneer Run. Jim Sheldon is, of course, a master in so far as pioneer motor cycles are concerned but this time your journal has given us a historical survey and not just a pressman's piece. Knowing the deadline that had to be satisfied in order to keep pace with the printers and the short time available for editing and making blocks, I think you are well entitled to a pat on the back.

In my opinion the time is rapidly approaching when a full-scale revision of the Sunbeam Register of Pioneer Motor Cycles should be undertaken. Some 10 years ago it was probably necessary to accept the half-breed—the rusty-rimmed and mud-covered ironmongery that went to Brighton under cover of being classed a pioneer model. As Sheldon wrote, "These days are gone," and I would suggest that next year's Pioneer Run should

Because of the importance the British Lambretta Owners' Association attaches to the Isle of Man Scooter Rally (June 7 to 14) officials have already been to the Isle of Man in order to study conditions on the course. Here during a two-day visit, Derek Guy, secretary of the Association, sweeps round a famous Mountain-course landmark—the bend at the Glen Helen Hotel



D

be open only to the machines that are as authentic as it is possible to make them and are also well painted and plated. That will ensure that the public come to respect the motor-cycle run as they do the November car event.

A point of interest would be to check the number of machines at present registered that have an authentic fuel system. I would indeed like to hear what Jim Sheldon has to say on these proposals.

RICHMOND, SURREY.

VIVIAN F. SMITH

That I.O.M. Crossing

Another Complaint About the Boat Service

THE letter from R. V. Palmer (March 13) complains of the poor boat service to the Isle of Man during T.T. week. He refers to the long, long wait in a queue for tank drainage and, in his case, 1½ hours' delay in sailing. He wonders if this is usual.

I went over to the Island for the T.T. of 1949. The same lack of consideration from the steamship company was apparent



then: interminable waiting, total disregard of passengers' comfort and downright rudeness from the ship's officers who, no doubt, considered themselves superior beings compared with motor cyclists, instead of paid labour. Sailing was delayed up to two hours in accordance with the usual standard of inefficiency.

Is it not rather curious what motor cyclists put up with generally, considering that we have two journals at least published weekly in our interest, innumerable clubs grouped under the A.C.U., and motoring organizations such as the R.A.C. and the A.A.? Are these concerns and the trade interested only in our money, or are we of such a low order that it is only right that we should be treated as we are? FRED J. MONKSFIELD

London, N.9.

Rear-view Mirrors

Further Telling Points in Their Favour

"IXION'S" paragraph on the subject of rear-view mirrors (March 13) gave food for thought and for many years I should have supported him against James Ferriday but not today. I have "Ixion's" defects—hate of dazzle and bi-focal spectacles—and I have in addition "stops" on my swivelling movement at 90 degrees each way. I overcome dazzle by not letting my eyes get into the rear-dazzle position and, as regards forward dazzle, by keeping as close to a non-hurrying car as is fully safe and by not driving at night if it can possibly be

The Editor does not hold himself responsible for the opinions of his correspondents. Letters should be addressed to the Editor, "The Motor Cycle," Dorset House, Stamford Street, London, S.E.1, and must be accompanied by the writer's name and address.

avoided. The head-turning difficulty is avoided by having my mirror 18 inches above the handlebar—almost at eye level. For foreign touring up to now I have crossed the mirror over to the left but this year I shall stick to my screen and clip a small mirror on the top left.

The worst point about looking behind has not, I think, been mentioned. It is that the forward view is lost for at least a full second and forward concentration has to be regained, the whole taking quite long enough for the new outlook to come as a severe shock. To give a very common instance: you wish to overtake a car in front, you look behind for safety there and when your eyes come forward again you realize that the driver in front has got his brakes on and you are closing him at a dangerous speed. Doesn't it ring a bell?

Leeds, 15.

J. STUART WHITE SEN

Compulsory Vehicle Tests

They Should Be Free of Charge

WE all know how successive governments have robbed the Road Fund; how purchase tax was introduced with the excuse that it was for the duration of the war only; how a great many folk were forced to "save" during the war under the post-war credit scheme. Now a new one is on the way. Vehicle tests are to be introduced and owners will be forced to pay 10s 6d for a solo and 15s for other vehicles. The charge will include a shilling for the Government "to cover expenses."

If there is any need for such tests, then they should be entirely free of charge. Furthermore, the regulations should be framed so that no succeeding government can introduce fees.

Blackpool.

A. MITCHELL

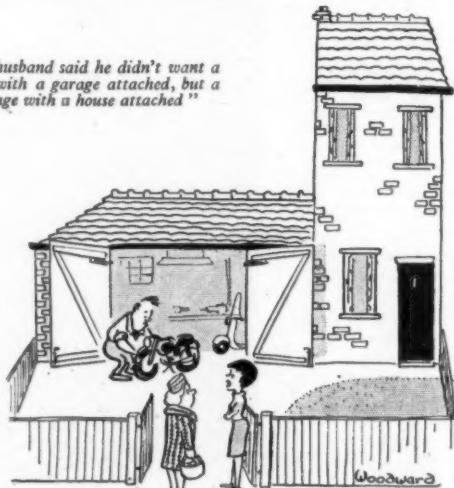
Scheme Grossly Unfair to Motor Cyclists?

I AM surprised that *The Motor Cycle*, the R.A.C. and the A.C.U. have accepted without a bleat the new regulations which are under consideration for the inspection of cars and motor cycles more than 10 years old. I understand from the national newspapers that the first inspection will deal with brakes, steering and lights, for the nominal charge of 10s 6d for a solo motor cycle. It is to be expected that all the garages who "don't know anything about motor cycles" when you are in serious trouble on the road will overnight become experts and have power to enforce replacements and repairs before one can insure and license a machine.

It is fairly obvious that on the first inspection riders will ensure that their lights, steering and brakes are in good condition, including any outstanding fault which could immediately be spotted. To me, a fee of 10s 6d for a superficial inspection (that is what it amounts to) is grossly unfair.

The whole idea, while good, is open to the largest racket seen in this country since the war and I contend that, instead of

"My husband said he didn't want a house with a garage attached, but a garage with a house attached"



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private garages having the power to inspect, the state should put up centres and charge less. Just think of the possibilities of graft which will be open to any garage if this legislation is passed. Regular customers could have their vehicles vetted and passed without even an inspection, so defeating the whole object of the tests. I am fully aware that abuse of the regulations will result in a garage losing its licence, but that does not mean a thing. Who is to know?

W. A. LAY
Blackpool.

A.C. Generator Equipment

What if the Primary Chain Breaks?

REGARDING the correspondence on the relative merits of the A.C. generator and normal dynamo equipment, there is one important factor which I am surprised has not been mentioned. It is that, with the almost universal method of mounting the generator outboard of the engine sprocket, the generator would be completely wrecked in the event of the primary chain breaking or jumping the sprockets. Even with the reliability of modern chains it is still bad design practice to fail to provide adequate clearance should breakage occur.

The ideal place for an A.C. generator is on the timing side. If that caused excessive overall width the answer would seem to be an A.C. generator and contact-breaker built as a separate unit and mounted and driven like a normal magneto.

On a pre-war machine which had the primary and dynamo chains running side by side I once had the experience of the primary chain connecting link coming out, jamming the dynamo chain and tearing the armature bodily out of the dynamo.

G. A. BREW
Birmingham, 31.

Which Brake First?

The Natural Reaction of a Pedal Cyclist

SOME writers suggest that the stop light should be actuated by the rear brake, some by the front brake, but all seem to agree that the novice uses his rear brake in preference to his front brake. I am surprised by this because when I first rode a motor cycle in June last year I found that my quickest and most natural reaction was to squeeze both levers on the handlebar. No doubt it was the result of riding a pedal cycle with

both front and rear brake levers on the handlebar and also because both hands perform a similar action together.

It was only after I had spent some time and effort that I gained efficient control over the rear brake. And although I am left-handed, my right hand is more sensitive and quicker than is my left foot. Surely, then, it must be even better for a right-handed person? Therefore let's have the stop light actuated by the front-brake lever and leave actuation by the rear brake to those who have a left foot more sensitive than their right hand.

London, W.14.

A. J. BULL

Mechanical Noise

Makers Should Take Steps to Deaden It

SURELY, now that windscreens and fairings of various types are becoming general, something could be done to reduce mechanical noise. Unless one wears ear flaps the noise on an average machine becomes increasingly annoying on a long run if the machine has a screen fitted. Could the problem be solved if manufacturers slightly recessed the base of the petrol tank and fitted therein a panel of suitable sound-deadening material? A solution to this problem is, I feel, one that motorcycle makers have so far completely neglected to study.

Wolverhampton.

D. R. DEVEY

YOUR MOTOR CYCLE and the Law

REAR LIGHTS REQUIRED ON A SIDECAR OUTFIT AT NIGHT

TWO RED LIGHTS

ONE ON CENTRE LINE OR NEAR SIDE OF SIDECAR
ONE ON CENTRE LINE OR OFF SIDE OF MOTOR CYCLE

NO PART OF SIDECAR TO PROJECT MORE THAN 16IN TO NEAR SIDE OF LAMP

MUST HAVE THE SAME APPEARANCE WHEN ILLUMINATED

MAXIMUM HEIGHT 42IN
MINIMUM HEIGHT 15IN

REAR NUMBER PLATE
MUST BE ILLUMINATED

NEED NOT BE SAME HEIGHT

WIRED IN PARALLEL
SO THAT IF ONE BULB FAILS, THE OTHER IS NOT THEREBY EXTINGUISHED

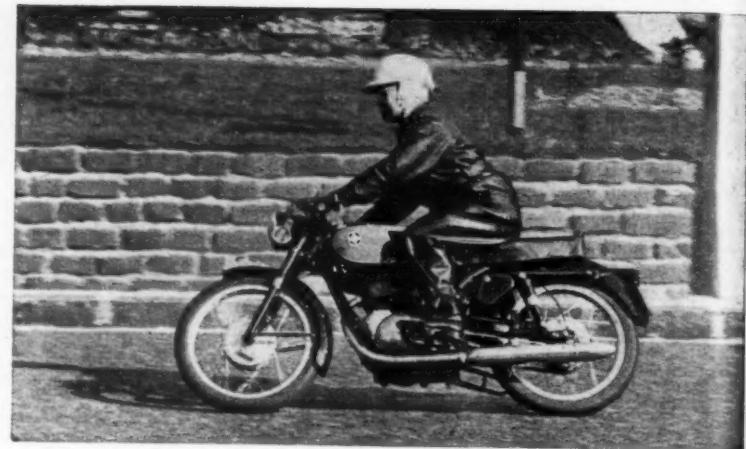
DUAL-PURPOSE LAMP FOR SIDECAR IS LEGAL



IT is always interesting to know more about how the other half of the world lives, especially when the other half is Italy and one adds to one's knowledge of her racy lightweights. There, such machines predominate in the motor-cycle classes. The majority of them are overhead-valve, unit-construction jobs with gay colours and rakish lines. The influence of racing (a sport very virile there on a national scale) is undeniable—not only in frame and suspension layouts and the extensive use of light alloys, but, less rationally, in compact riding positions and hump-backed petrol tanks with leg and arm recesses.

Two unmistakably Italian lightweights came my way recently: a 173 c.c. Gilera G175 model and a 124 c.c. Mi-Val 125 4MT. Both are robustly constructed and common features include telescopic front and pivoted rear forks, stylish full-width hubs, a bulbous tank, long narrow seat and unit construction of crankcase and gear box. Finning of the iron cylinder barrels and light-alloy heads is deep, especially on the Gilera, and both engines have finned, cast-aluminium rocker covers. In each case, engine and gears are lubricated from a common oil supply which is carried in a compartment formed in the power-unit lower castings.

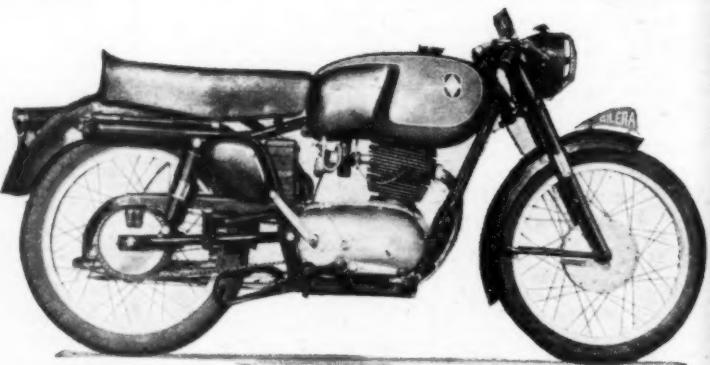
Both models proved to be comparatively lively for their capacity, not so much because of high engine power as well-chosen gearing and a light, fast gear change. (Maximum power claimed by the makers is 9 b.h.p. for the Gilera and 6.5 b.h.p. for the Mi-Val.)



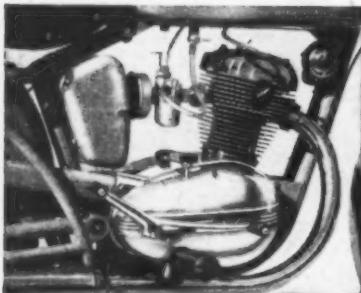
The 173 c.c. Gilera steers superbly, is extremely handleable and has first-class brakes

Sprightly Thoroughbreds

VIC WILLOUGHBY COMMENTS ON TWO RACY MODELS DESIGNED AND STYLED FOR THE YOUNG SPORTING ITALIAN



Above: Racing influence is apparent in the styling of the Gilera. Left: The 124 c.c. Mi-Val has a rocking pedal for gear selection. Below: The bulbous petrol tank holds nearly three gallons



On first acquaintance the Gilera seems to pander to the pseudo-racer for the riding position almost shouts: "Every youngster a potential Liberati." The handlebar is low with downswung grips and the footrests are set well forward. The clutch and front-brake levers and the rear-brake pedal are so positioned that they can only be operated really comfortably when the rider sits well back.

It should be borne in mind, however, that machines of this type have been developed with the series-production class of long-distance races such as the erstwhile Giro d'Italia prominently in view, where tuned one-seven-fives have averaged about 60 m.p.h. for several days. With the rider back on the rear of the dual-seat, and using the pillion footrests, a track-racing position results. Ridden thus, the G175 was timed to do 64 m.p.h. in one direction over a quarter-mile and averaged 61

m.p.h. for runs in opposite directions. Once it was run-in, the engine was utterly indefatigable.

The engine has parallel overhead valves, operating in a transverse plane, "soft" valve timing and the modest compression ratio of 6.5 to 1. Starting was usually achieved at the first kick but idling was a trifle erratic. Naturally, the engine prefers to spin freely rather than to slog, yet the overall fuel consumption, notwithstanding generous use of the indirect gears and many miles of full throttle, was a full 100 m.p.g. The only valid criticism of the gear change was excessive pedal travel.

But the Gilera's bull point was its superb steering, which fully reflected the model's high breeding. The brakes were smooth and powerful; the rear springing was a bit firm, but the front-fork action was long and soft. Slight pitching occasionally experienced from the front suspension was never troublesome.

There is no denying the good looks of the G175, which is well finished in black and red and has light-alloy wheel rims. Its lines may attract pseudo racers, but at least it gives them the benefits of race breeding without too much speed.

The Mi-Val, too, could be thrown about like a thoroughbred lightweight racer. (At 190 lb, it scales some 60 lb less than the Gilera.) Except that its springing was distinctly firm at both ends, its all-round behaviour was closely comparable with that of the Gilera—that is, braking was powerful, starting easy, carburation occasionally uneven and the engine tireless—though speed and acceleration were, of course, more modest. Timed top speed was a very creditable 54 m.p.h. (one-way 57 m.p.h.); cruising speed was anything up to an indicated 45 to 50 m.p.h. and petrol consumption about 120 m.p.g.

In the popular Italian fashion, the gears are controlled by a rocking pedal for

which no particular advantage could be discerned since the rider's foot had to be lifted from the rest to operate either foot-piece. As with the Gilera, however, the riding position was extremely compact. The Mi-Val's footrests are set so high relative to the seat that even a short rider's legs were cramped. Colour scheme is light and dark blue.

Including British purchase tax, the Gilera costs £199 19s 6d; concessionaires are Motor Imports Co., Ltd., 158, Stockwell Road, London, S.W.9. The Mi-Val is not available in Britain, but it is interesting to note that the concessionaires for the marque (G. Nannucci, 8, Windmill Street, London, W.1) will shortly be bringing in the new 150 c.c. four-speed scooter from the same stable.

The scooter has 10in-diameter wheels, a monocoque body and a novel mechanical starting device, and is expected to sell for between £170 and £180.



Legshields to Match Fairing

New and Shapely Avon Fittings in Glass-reinforced Plastic for B.S.A.s, Nortons and Triumphs

shield is bolted to a tubular stay which picks up to one of the engine-plate bolts. Steel rods clamped to the frame immediately below the fuel tank carry brackets to which the upper part of each shield is bolted. To provide added rigidity the tops of the shields extend horizontally inward and are bolted together just below the steering head. At the rear, support is provided by bolting the shields to a transverse steel strip which is positioned above the gear box and secured by means of brackets to the gear-box upper mounting bolt. The Fairshields can be removed in a matter of minutes without disturbing the positions of the fittings.

A 12-mile run by a member of *The Motor Cycle* staff on a B.S.A. Golden Flash equipped with Fairshields and an Avon Advance windscreens revealed that the combination furnishes a high standard

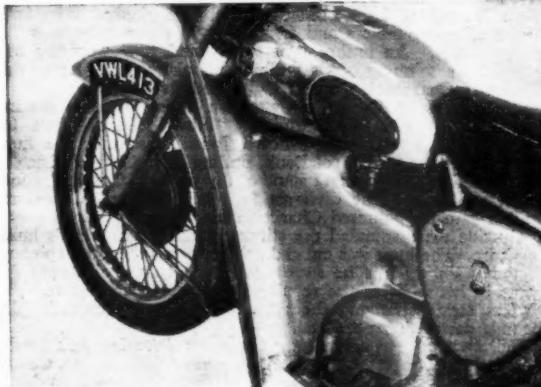
of weather protection. Even at speeds in excess of 75 m.p.h. no appreciable draught was felt at the ankles and, in spite of the weather being chilly, the rider's legs and feet were as warm at the end of the run as they had been at the beginning. The shielding of the engine resulted in a marked reduction of mechanical noise as compared with when the model was ridden with a windscreens only. The shields touched the road when exuberant cornering methods were employed.

At present Fairshields are available to fit and match in colour the following machines: B.S.A. A and B group models with pivoted-fork rear springing; Norton models 88 and 99; Triumph 498 c.c. and 649 c.c. twins. Manufacturers are Mitchenall Bros., Bulford Road, Durrington, Wilts. The price is £8 19s 6d a pair.

Above: Extent of the protection afforded by the Fairshields is readily apparent in this shot of a fully equipped B.S.A. twin on the road



Right: Enclosure of the engine is neat and extremely comprehensive. Side panels are easily removable for access to the engine



LATEST product of Mitchenall Bros., manufacturers of the range of Avon windscreens, is a pair of novel glass-reinforced plastic legshields named Fairshields. They are designed expressly for use with Avon windscreens with which the legshields blend to form, in effect, a dolphin-type fairing. The Fairshields follow the line of the underside of the handlebar fairing and sweep downward to a point about 3in below the plane of the footrests. Most notable feature is that the inboard face of each shield extends rearward to provide almost complete shielding of the engine and gear box. Clearance between the tops of the shields and the lower part of the fairing is approximately $\frac{1}{2}$ in.

Method of attachment of the Fairshields to a motor cycle is simple and robust. At the front the bottom of each

We'll All Go Hunting Today

The Lakeland Scene as Awheel and on Foot the Locals

Chase the Wily Fox

Described by BOB HUMBER

ALL Nature seems smiling and gay, so join the glad throng that comes laughing along." The old jingle echoed in my mind as I rode my one-nine-seven D.M.W. to the meet of the Coniston Foxhounds at the Brown Horse Inn, Winster. The early morning mist hung low over the weeping woods and trailed grey skeins in the valleys; the ochre sun struggled to show its welcome orb through the grey pall. Man, I thought, it's good to be awheel on a sharp morning when the country lanes are free of pop-eyed tourists in glaring automobiles. I had risen early. As the immortal Jorrocks said, "No man is fit to be called a sportsman wot doesn't kick his wife out of bed on a ha'verage once in three weeks."

It was 8.30 when I pulled up at the lowly whitewashed inn set in the folds of the delightful Winster Valley on the south-western borders of the Lakeland fells. Already a fair number of hunting enthusiasts had arrived for the meet at 9 a.m. by foot, cycle, motor cycle and car. There was farmer Jack Park with his long, weather-reddened face parking his B.S.A. Bantam beside the inn. There was white-haired, pink-cheeked, burly Harold, the country auctioneer who goes through life "full gallop," as he calls it. Once he ran out of petrol on his way to a hunt. He rushed into an inn, bought a bottle of whisky and poured it into the petrol tank. "It nearly broke me heart but I got to the meet," he declared. The powerful bumble of a five-hundred Ariel Red Hunter carrying a husky fellow with an eager auburn-haired woman on the pillion came round the corner; hard behind was a youngster on an Excelsior Talisman Twin thrumming its pleasing exhaust note.

We heard the ringing commands of Anthony Chapman's voice and then the scarlet-clad huntsman came striding up the low road leading 32 of the fastest, fittest foxhounds in all England. The Lakeland huntsman with his hounds is the guest of a farmer for a week when he hunts the outlying districts of an area. This week he was guest of that great sportsman, Tom Preston of Low Lindeth Farm, who gladly allows both motor-cycle scramblers and foxhunters to enjoy sport over his rugged acres. An outbreak of turkey and fowl worrying had called for a thinning of the vulpine population and, up to this Saturday, Chapman's hounds had killed five foxes.

Landlord John Kirkby, a Falstaffian figure, came to the inn porch, his genial face beaming: "Now, milads, who's for coffee?" I chuckled as I heard John Ainsworth, the huge 20-stone farmer from Pool Bank, pulling little Charlie's leg. "I hear t'fox has bin plucking some o' thy poultry, Charlie," quoth John. "Hell-fire, the devil gat in a hen hut and kilt aw me Indian game," spluttered Charlie in his coffee.

Outside there sounded the stirring wind of Chapman's hunting horn. The hunt was on, and away towards the larch spinneys of the Winster Hills he strode, with the clatter of sturdy fell boots in his wake as the regular footsloggers kept up with his tireless stride. Among them the magpie and brown dappled hounds flowed down the lane.

Followers of the aristocratic Quorn or Pytchley would have raised their eyebrows at the merry, motley throng. As Charlie puts it: "Fell folk reckon nowt o' bouncin' aboot on 'orses and toastin' wi' glasses." The less energetic followed by motor

"The fox slipped out of the coppice . . . and crossed the road within 10 yards of our party"



cycle or car. I chased behind Jack Park on his B.S.A.; he has a good eye for country and where the hunt is likely to go. We buzzed and slithered up a steep leafmould track leading to the hill ridges. During a hunt no one cares a fig whether a track is a pink footpath, a green road or a ruddy bridlepath—you go where the hounds take you and to blazes with the latest Whitehall rules! When age forces a fellow to abandon scrambling and trials riding, believe me, fell hunting is a grand substitute.

At the top of the woodland we watched Chappy's hounds questing through the tangled bracken and larches. Two mouse-brown roebuck, the smallest English wild deer, suddenly bounced out of the bracken showing their vivid white rump patches, nature's follow-the-leader recognition signs. Two young hounds, Major and Roamer, gave chase, belling in their excitement. Chapman's scolding voice sounded strong and clear. The impulsive young hounds checked their "riot after roe" and returned guiltily to the steady main pack. Perhaps the chief fascination of fell hunting is to see a good huntsman on foot control a pack of over 30 hounds by voice and horn alone.

The ringing clamour of dogs in full cry suddenly swelled and echoed in the hills. We saw them racing through the woods. Ahead of them by 200 yards a bright russet-coated fox flaunted his brush, nimbly jinking through the trees, his mask set for the far side of the vale.

The big Red Hunter showed us the way down a tractor-gouged timber track, with the jolly pillion lassie manfully holding on as the back wheel slewed viciously in the slimy ruts. The young rider of the Talisman Twin slithered after them. Jack on his Bantam followed, his eyes alight with hunting fever; he was footling like a centipede. My D.M.W. buzzed in the rear. John Gross, who lives for hunting, had swung on to my pillion. His two fierce hunt terriers were yapping their fox-scarred heads off, their paws scrubbing on my shoulders, their teeth yammering at my ears. "Steady, Bob," John admonished, "a fall's a hawful thing."

As old Jorrocks would say, the game fox we chased was a "ringer." The hunt went in a wide circle of the valley and we heard the thrilling music of hounds coming back towards the Brown Horse Inn as we waited tensely beside our silent bikes. The fox slipped out of the coppice; running with swinging stride, it crossed the road within 10 yards of our party, gave us a cool, leering grin and then flashed like a red wraith up the hill as the hounds burst out of the wood.

We left our mounts and ran up the steep brow. "Steady, lads, that's a bull in yon field," shouted a young farmer. May, the red-haired huntress, never heard him. She vaulted the stone wall and was half way across the intake when the tough-looking Shorthorn began to swagger forward. Suddenly a

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A Lakeland huntsman heads for the meet. He is Joe Wear and with him are the Ullswater hounds. In the fells the huntsmen follow the hounds on foot



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song coming down the Mountain in the Isle of Man. It was old Jack, with hands cupped to his mouth, hollering to let the huntsman down in the wood know that we'd seen the fox. His weird cry had an electrifying effect on the bull. Up went his tail, down went his formidable head and the ground shook as he fled to the far end of the field.

Our bold fox led hounds and followers a merry dance from

Hubberts Head to Mungi Brow. There the scent failed. In

the darkening sky of eventide Chapman sounded long, wailing

notes on his horn to let us know he was taking the hounds back

to kennels. Our fox had got away and as I rode home in the

grey dusk over the switchback hills his bold, leering face teased

my mind.

Hunting always arouses fierce controversy, but those who object should realize that foxes must be controlled in our rugged

fells. If I were a fox and man, as the dictator of wild life, offered me a choice of control, which would I accept? The poisoned bait, the vile steel trap, the wounding shotgun or a last wild run over the lovely hills that bred and fed me, plus an even chance of outwitting the hounds? The fox is a bold, cunning rogue and everyone who hunts him admires his courage and audacity. I have known a vixen to have a litter of cubs under a hen hut; she killed fowls a mile away from the hut but none nearby, which seems to suggest that foxes have keen powers of reasoning.

I am inclined to think also that the fox has a rich sense of humour. Once when hunting above Kendal I saw a fox—with hounds in full cry half a mile behind—coolly pause by a farm pond. He was within view of the farmer who was filling a muck cart, yet he seized two fat ducks by the pond, snapped off their heads and then ran on to outwit the hounds!

"Hark forard!" Followers pause while the agile hounds scramble over a dry-stone dyke, in full cry after the fox



Ignition Tests

Gilbert Hobbs System Proved Beneficial by Weslake Laboratories

EXTENSIVE tests of the Gilbert Hobbs two-stroke ignition system have been carried out in the Weslake Laboratories at Rye Harbour. It will be recalled that in this system, described in *The Motor Cycle* for 21 February 1957, the orthodox earth electrode on the sparking plug body is replaced by a stud mounted on the piston crown, an arrangement that makes plug whiskering—bridging of the electrodes by a metallic filament—impossible because of the relative movement between the electrodes.

The tests, each of 1,000 hours' duration, were carried out on a three-fifty single-cylinder two-stroke industrial engine using a heavily leaded fuel. Such fuel normally results in the early onset of whiskering. Several tests were needed before the optimum arrangement of stud and plug was achieved from the viewpoint of good starting and slow running. Once that setting was reached the engine ran on average for 89 hours between stoppages, not one of which was for whiskering, of course. The figure is comparable with that obtained in normal four-stroke engines and the results were infinitely better than those obtained with normal sparking plugs in use.

Four plugs were used during the 1,007 hours of the final test; replacement was necessitated by electrode erosion. Removal of the plugs on all other occasions save one was to clean the electrodes of the lead deposits which hindered cold starting, as they would with any ignition system. The exception was a bent plug electrode thought to have been caused by the trapping of a hard piece of combustion deposit between the electrodes.

The Gilbert Hobbs ignition system is now being marketed by Parry Hobbs and Co., Ltd., The Grange, Church Lane, Pinner.

Velocette Changes

SEVERAL minor specification changes have been made to the 192 c.c. Velocette Valiant. The projections of the clutch driven drum and the tongues of the friction plates are now locally hardened by the electronic induction process. Also the engine number has been transferred from its earlier position under the pressed-steel cowling to the right-hand side of the crankcase where it can be read more easily. A hardened-steel plunger in the oil-pressure release valve is a modification on both Valiant and LE models.

On the 499 c.c. Venom high-performance roadster, several changes have been made in the light of experience gained during Thruxton Nine-Hour races. The oil tank is of strengthened design, as are the rear chain guard and the silencer mounting; in addition, the silencer is made from heavier-gauge material.

Meeting Tomorrow

SUPPORT for an appeal to review the Sunday observance laws is being organized tomorrow evening by the Wandsworth Club at its headquarters, St. Mary's Hall, Alston Road, Fountain Road, Tooting, London, S.W.17. The meeting starts at 8 p.m. Well-known racing men, including John Surtees, have been asked to attend and the A.C.U. will be represented. It is planned to invite signatures to a petition and also to encourage riders to write to their M.P.s.

It will be recalled that, as reported in the issue of *The Motor Cycle* for March 20, Denis Howell, the Labour M.P. for All

Saints, Birmingham, lost his motion for a select committee to consider the Sunday Observance Acts in the House of Commons last month. He is likely to raise the matter again in the House, particularly if he knows that he has adequate public backing.

George Brine, organizer of the meeting, suggests that all attending make a point of bringing a pen with them!

Two More Join In

TWO more countries—Denmark and Yugoslavia—have relaxed documentation on vehicles imported by tourists. It is likely that Norway and Portugal will follow suit and then, of the near-European countries, the carnet (or triptyque) system will apply only to Spain and Italy.

Another Fairing

LATEST addition to the range of fairing-type windscreens is the Stadium Aeroglides. Available in two versions—No. 240 for 7in.-diameter headlamp fitting and No. 241 for 6in. headlamps—the screen follows orthodox practice. The fairing is in glass-reinforced plastic and the screen blade in



Stadium Aeroglides fairing-type windscreens

Perspex. The fairing, as implied earlier, carries the lamp unit and is mounted by means of rods and clamps to the handlebar and by brackets to the fork. Where replacement fork clamp bolts are required they are supplied in high-tensile steel. Total weight is 9 lb. Colours available are black, maroon, blue sheen, silver grey. The price is £8 7s 6d. Manufacturers are Stadium, Ltd., 30-36, Queensway, Ponders End, Enfield, Middlesex.

New Norton Chief

HERBERT HOPWOOD, Norton chief designer, has been appointed managing director. The post has been vacant since the retirement of Gilbert Smith last January.

Mr. Hopwood has been at Nortons since 1956 and before that was in charge of design at B.S.A.s.

His career in the motor-cycle industry was outlined in "Man with a Prophetic Pencil" published in *The Motor Cycle* for January 23. It began in 1923 when he joined the Components concern (of which Ariel were then a subsidiary) as a learner in the iron foundry. He graduated to the drawing office where he served—and studied—under Val Page, who is still today responsible for Ariel design. Later he was to become assistant to another world-famous designer—Edward Turner—then engaged on the preliminary work in connection with the Ariel Four.

Mr. Hopwood became Ariel chief draughtsman and in 1936 went to Triumphs with Edward Turner, where he collaborated in the detail design work on the illustrious Speed Twin model. He remained at Triumphs until 1947 and moved to Nortons where he evolved the Dominator twins and brought the single-cylinder engines up to date. He moved to B.S.A. in 1949 and back to Nortons in 1956. Mr. Hopwood is 49 years of age.

January Registrations

IN January new registrations totalled 8,865. Details are as follows. Solos: up to 50 c.c., 1,897; 50 to 150 c.c., 3,026; 150 to 250 c.c., 1,838; over 250 c.c., 1,488. Sidecar outfits: up to 50 c.c., 1; 50 to 150 c.c., 4; 150 to 250 c.c., 6; over 250 c.c., 185. Three-wheelers, 420.

OWING to the high costs involved and the probability of less support than in the past, it has been decided to cancel this year's Frankfurter show to have been held October 12 to 19.

PRICE of the 65 c.c. Item Tabor Sports two-stroke has been reduced from £130 19s to £117 9s 6d, inclusive of British purchase tax. Concessionaires are Adimar, 61, Clapham Road, London, S.W.9.

FOLLOWING the retirement of Harry Halliwell after 23 years with Smiths, L. J. Milson has become manager of the Manchester depot while retaining his appointment as north-west area manager.

IT is not generally realized that British tourists in France with machines of over 50 c.c. capacity must be in possession of a full valid British driving licence. The rule was relaxed by the French Government last year when driving tests were suspended owing to the Suez crisis; it was reintroduced last February.

PARKING lots and eight service stations are being set up by the Esso organization for those visiting the Brussels Universal Exhibition starting this month. In addition, a city plan of Brussels and the Exhibition will be available to motorists at all Esso stations in Belgium.

TRAINING SCHEME.—Next R.A.C.-A.C.U. course for learners organized by the Antelope Club starts on Tuesday next, April 15; enrolments at 7.30 p.m. at Cheylesmore School, Mile Lane, Coventry. (Full particulars obtainable from E. E. Howard, 16, Balliol Road, Wyken, Coventry.)

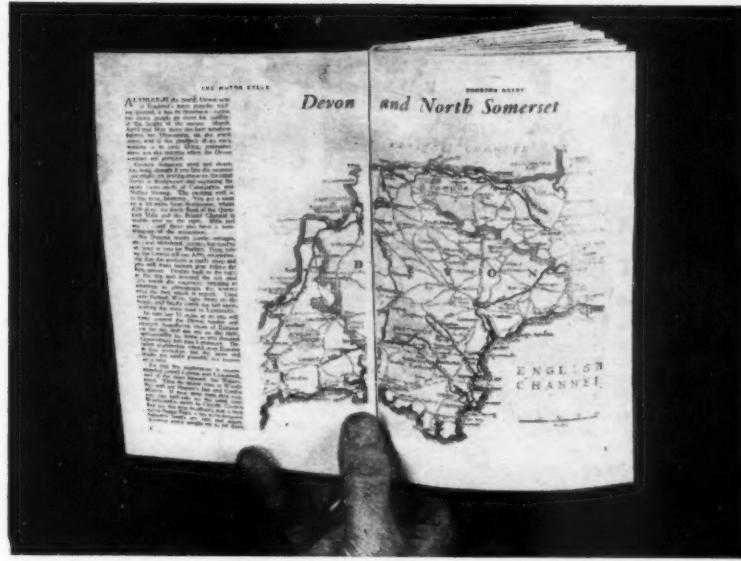
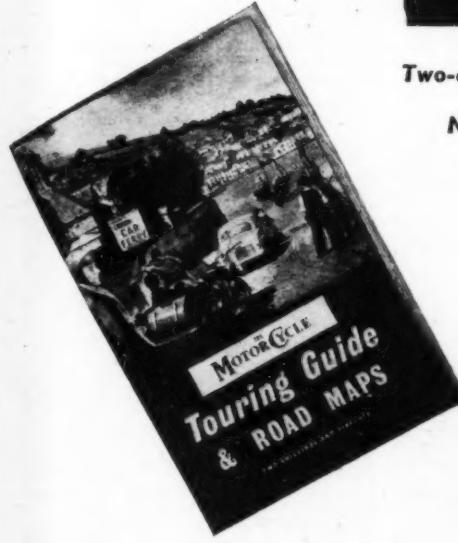
BIGGEST annual get-together in the motor-cycle industry, the Motor and Cycle Trades Benevolent Fund Ball, held at Birmingham's Grand Hotel on March 27, attracted a record attendance of over 500. In the course of the evening a cheque for £500 was handed to J. Masterton, chairman of the Fund's Birmingham centre. Raffles and other money-raising projects realized a further £120 from those present.

READERS' CORNER.—*Instruction Books Wanted.*—J. H. N. (Bourne): for a 1954 AC Petite, J. R. (Dundee): for a 1957 592 c.c. A.J.S. twin. J. A. (Barnsley): for an Indian Brave (and spares list). *Appreciation.*—J. A. C. (Stockbridge) thanks the two-fifths B.S.A. rider who assisted him on the Stockbridge-Winchester road on March 24 when he had trouble with his Velocette Valiant. *Experience Wanted.*—R. J. C. (Cardiff): fabrication of a glass-reinforced plastic hardtop for a 1953 Bond Minicar. H. N. (Grimbsy): equipping ex-W.D. 16H Norton with telescopic front fork.

10 APRIL 1958

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Free Touring Guide For YOU



Two-colour Map Supplement and Special Cover with Every Copy of

Next Thursday's Much-enlarged Holiday Number : Designed and

Produced by Motor Cyclists Specially for Motor Cyclists

with helpful maps and information collated by enthusiastic motor cyclists like yourself. Every page you turn will make you want to get out and about, to explore areas you have never previously visited.

Here are some of the areas embraced: Devon and North Somerset; Cornwall; Hampshire; Dorset and Somerset; Kent; North Wales; the Isle of Man; Ulster; County Kerry; Yorkshire; the Peak District; the Chilterns; Lincolnshire; the Lake District; North Scotland and Skye.

Altogether there are 29 separate features and nearly 50 detailed maps. In addition, the road numbering system is explained, and in the middle of the booklet is a useful town-to-town mileage chart.

Every motor cyclist will want a copy. If any of your motor cyclist friends are not regular readers please tell them about this splendid offer so that they can order *The Motor Cycle* right away. You, too, should confirm that the forthcoming issues are being specially reserved for you. Already there is every indication that the demand will be huge; unless newsagents have advance notice they are likely to run out of stock.

In itself the Holiday Number is something you must not miss. It will be full of really helpful, entertaining articles—such as on continental touring, camping,

simple photography, luggage carrying—and will include the regular features.

Remember: the maps to make up the thrilling 64-page touring guide are free in next Thursday's big Holiday Number and the three subsequent issues.

ACTUAL-SIZE reproduction of part of the County Kerry map. In the touring guide, the route suggested is indicated in red



SPORTS NEWS

Bruce and the Velo**Scots Racing Man Builds New Special : Integral Frame and Sidecar Chassis : Plastic Fairings**

ONE of Scotland's best-known and keenest road racers in the 250 c.c. class is Charlie Bruce of Motherwell. From 1950 when he won the Scottish 250 c.c. championship until the end of last season he remained faithful to a souped-up pushrod Velocette which started life as a W.D. three-fifty.

A few months ago that model was sold. Its successor is another Velocette-powered special but in this case the engine has twin overhead camshafts. Built by Doug Beasley, the well-known Coventry tuner, the power unit has a bore and stroke of 68 x 68.25mm, giving a swept volume of 248 c.c. The crankcase, flywheel assembly, cylinder barrel and timing gear are Mark VIII KTT parts but an oiling modification popular on post-war KTTs is incorporated. This takes the form of a second scavenging pump which clears oil from the lower bevel housing, leaving the original pump to scavenging the sump only. Naturally the flywheels are specially machined (since standard KTT stroke is 81mm) and the cylinder barrel is sleeved from its original 74mm bore to the new dimension.

An old factory-racer casting was obtained for the cylinder head, machined by Beasley and fitted with KTT valves reduced in size. But the cam box is of Beasley's own design; it is clamped by 16 $\frac{1}{2}$ in B.S.F. studs and nuts to faces machined on the cylinder head. Standard Mark VIII bevel gears take the drive from crankshaft to cam box but the flanged bronze bushes which normally support the vertical bevel shaft are replaced by taper-roller bearings. On bench test, the engine developed 26.5 b.h.p. at 8,500 r.p.m.

Bruce has fitted a 1 $\frac{1}{2}$ in-choke Amal GP carburettor and installed the engine, together with KTT four-speed gear box, in a frame Sif-bronze welded in Reynolds 531 tubing of 16 gauge. The steering head is of Norton manufacture and to the upper part of it is joined the single front down tube which tapers in diameter from 1 $\frac{1}{2}$ in at the top to 1 $\frac{1}{2}$ in at the bottom. The remainder of the frame consists of duplex tubes of 1 $\frac{1}{2}$ in diameter. Attached to the lower part of the steering head, the top tubes are horizontal; they are joined towards the rear by extensions of the engine cradle which curve upward behind the gear box.

Coupled by 1 $\frac{1}{2}$ in-thick light-alloy plates, the engine-gear-box assembly is secured in the frame by four bolts: two crankcase clamping bolts at the front, the gear-box pivot bolt at the bottom and the 1 $\frac{1}{2}$ in-diameter rear-fork pivot bolt at the rear. The rear fork has tapered arms, pivots on bronze bushes and is cross-braced just behind the pivot. A shortened telescopic fork from a Manx Norton carries the front wheel.

Light-alloy rims of 19in diameter are used and tyre section is 2.75in at the front and 3.00in at the rear. The rear hub and

brake are taken from a 1957 B.S.A. Road Rocket but the two-piece spindle (standardized for quick detachability) is replaced by a single hollow spindle of 1in diameter. A 60-tooth light-alloy sprocket is spaced out from the hub on distance pieces to bring it in line with the Velocette gear-box sprocket which is outboard of the clutch. Chain size, primary and secondary, is $\frac{1}{2} \times 0.305$ in.

There is no separate oil tank: a compartment in the back of the Lyta aluminium fuel tank carries oil for engine lubrication. In the modern trend, frontal area is small: seat height is only 28in unladen and width across the footrests a mere 17 $\frac{1}{2}$ in. Wheelbase is 52in.

Allison in England

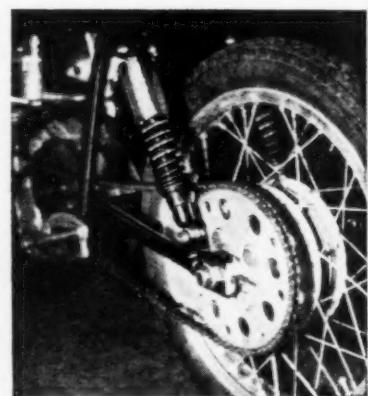
RUDY ALLISON, the dynamic South African rider who came over here in 1954 and, at his first attempt, finished fifth in the Senior T.T., is again in England. It will be recalled that Allison's T.T. ride earned him a place

in the Norton factory team and that his chances of really hitting the headlines were smashed by a nasty spill in the Ulster Grand Prix of that year. At present Allison is renewing his acquaintance with the Lo.M. Mountain course on a roadster. He is keen to have another crack at the T.T. but it is unlikely that he will ride this year.

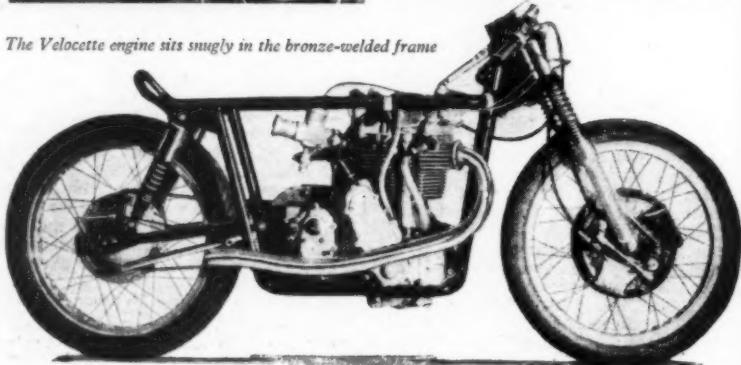
Two New Outfits

ERNIE WALKER, that great Yorkshire sidecar racer, has been busy—is busy still—preparing two new outfits. Both have entirely new frames to which the sidecar chassis is brazed. The aim has been to reduce weight and, further, to achieve maximum rigidity. One of the frames is sprung and the other unsprung (though it may be modified to take rear springing later). The front fork in each case is of telescopic design giving $\frac{1}{2}$ in positive trail. Ernie will pilot one of the outfits—certainly in the T.T.—and the other will be driven by Bob Robertson of Enfield who performed so notably on short circuits last year. Whether Robertson will enter for the T.T.

On the left is a close-up of the shortened Norton front fork on the Bruce two-fifty. Below is the rear hub—taken from a B.S.A. Road Rocket



The Velocette engine sits snugly in the bronze-welded frame





is not yet settled. Fairings in each case are in light alloy. The power units are Nortons.

Racing Fairing

PRODUCTION of the Butler steering-head fairing for racing machines is to start immediately. Conforming to F.I.M. requirements, the fairing resembles in shape the upper portion of the streamlining fitted to the latest MV Agustas. Its length is 30in, maximum width 21in and the height 12in. Material is polyester/glass laminate reinforced at the edges and stiffened by a moulded-in steel tube. Rigidity is further enhanced by an aluminium member behind the curved flange to which the screen is attached.

Early models will have a Perspex screen of single curvature but if experiments now being carried out are successful it will be superseded by a double-curvature screen. Double curvature will apply also to the number plate which at present is flat and inclined rearward at 20 degrees.

No painting is required because pigmented resin gives through colour; a range of six shades is available. Weight is approximately 6 lb excluding mounting brackets (which are the customer's responsibility) and the price is to be about £6 10s. When the necessary development work has been completed, engine side panels will be marketed to mate with the steering-head fairing. Makers are Butler Moulded Laminates, 128, Sandringham Road, Dalston, London, E.8.

New E.M.C. for T.T.

JOE ERLICH has built two E.M.C.s that are entirely different from anything he has so far produced. Power unit is a 118 c.c. (bore and stroke both measure 53mm) single piston two-stroke with horizontal cylinder. Battery-energized coil ignition is featured and the engine is stated to develop no less than 19.5 b.h.p. at around 10,000 r.p.m. Bolted to the rear of the crankcase is a five-speed gear box. The frame is of duplex-loop pattern and, of course, employs pivoted-fork rear springing. The front wheel is carried in a telescopic fork. Light-alloy, dolphin-type streamlining will probably be employed. Present plans are that Dudley Edlin will ride one of the machines in the Lightweight (125 c.c.) T.T. The other rider is Jim Dakin.

T.T. Preparation

ALL BEING WELL, Ross Porter hopes to ride a Moto-Guzzi in the Lightweight (250 c.c.) T.T. Though the frame of the model is of 1947 manufacture the engine is of later type. At present the Guzzi is being modified by Len Harfield (of L.C.H. fame). Among



Above: Two South African visitors for the T.T.: on the left is Jim Redman and above is the colourful Paddy Driver



Right: Preparing for their departure to Imola, Italy, are two more Commonwealth T.T. aspirants—Australians Dick Thomson (in the foreground) and Alan Burt

the jobs being undertaken is modification of the rear suspension system (a pivoted fork controlled by a single coil spring mounted beneath the engine-gear unit) to incorporate two Girling hydraulically damped shock absorbers mounted in the orthodox position. A Girling unit will also replace the spring of the girder-type front fork. Harfield-designed, dolphin-type streamlining made in glass-reinforced plastic is to be employed. Weight of the fairing is stated to be five pounds.

Solos Only This Year

VETERAN ROAD-RACER Bill Bevers (he first rode in the T.T. in 1935) has definitely given up the three-wheeled side of the game because, as he puts it, "it entails too much work and expense." However, he has just taken delivery of a new 499 c.c. Manx Norton and is awaiting the arrival of a three-fifty. Both machines will be raced without streamlining and his plans include the T.T.

ALTHOUGH THE LISTS do not close until Saturday, approximately 80 entries have been received by the Border Motor Racing Club for its road-race meeting at Charterhall on April 27. The airfield venue is near Berwick.

THIS YEAR'S BROOKLANDS REUNION will be held at the Hand and Spear Hotel, Weybridge, on Friday, May 2 starting at 7 p.m. Tickets, price 7s 6d (including buffet), can be obtained from Bob Lunn, The Holly Bush, Church End, Redbourne, Herts (telephone: Redbourne 42311).

BECAUSE OF PROTESTS from its members, the Ramblers' Association is to ask Derbyshire County Council to refuse permission for the holding of trials over footpaths and bridleways in the Peak District National Park.

THE INTERNATIONAL road-race meeting to have been held on the Watkins Glen circuit in New York State on August 2 has been cancelled. This meeting was given a permit under a special dispensation at the F.I.M. Autumn Congress. No reason is given for the cancellation.

THE FAMOUS Border and North Hants motor-ball teams meet for the first time this year on Sunday, April 20. The venue will be Rye House Stadium, Hoddesdon, Herts, and the kick-off will be at 4.30 p.m. Old hands may recall that the Rye House pitch was used for some of the most important matches played before the war.

NUMEROUS Scottish Six Days' Trial hills will be included in the Highland Club's April Trial, to be based on Kinlochleven on April 20. Observed sections will include Altnafeadh, Maratum, Grey Mare's Ridge, Loch Eild Path and

Mamore. There will be a total of 60 hazards and very little main road. The entry fee is a modest 7s 6d. Closing date for entries is April 14. Secretary is R. S. Smart, 11, St. Ninians Drive, Inverness.

NOW THAT HE is on the move as a continental circus rider, Dickie Dale has left Varenna, Lake Como, permanently. Correspondence should be sent to Lea Way, Bearwood, Winton, Bournemouth, Hants, or c/o Bob Foster, 472-4, Ashley Road, Parkstone, Dorset, and will be forwarded.

TENTH ANNIVERSARY DANCE of the Surrey and Sussex Trials Combine is being held on Friday, May 2, at the Star and Garter Ballroom, Embankment, Putney, London, S.W.15, from 8 p.m. to midnight. Tickets, price 3s 6d, can be obtained from the secretaries of the following clubs: A.M.C. Owners, Bayswater; Crystal Palace, C.S.M.A. (S. London section), Doms, East Acton, Kingston, London Douglas, Twickenham, Vickers Armstrongs and Wandsworth; or W. H. Crowe, 4, Nutfield Road, London, S.E.22.

AMONG THE FAMOUS RIDERS taking part in the Nottingham Tornado Club's road-race meeting at Mallory Park on Sunday are Alastair King, the Hinton brothers from Australia, Mike Hailwood, George Murphy, Fion and Brian Purslow, Peter Davey, Peter Ferbrache, Ellis Boyce and Fred Wallis. The dozen sidecars include Bill Boddie, Ted Young and Owen Greenwood. A special event for vintage machines has attracted 27 entries. Admission charges to enclosures are 2s 6d and 5s and parking is free. The circuit is located 10 miles west of Leicester, off A47, the road to Hinckley.

CLUB NEWS

ALCESTER.—April 12: Tramps' dance (Town Hall, 8); tickets, price 5s, from P. Blundell, 14, Beauchamp Road, Alcester. **A.M.C. Owners (Medway)**—April 16: Veteran era talk (Old George, Rochester, 8). (North London).—April 13: Walk on the Ness (Cook's Ferry Inn, 8), and 10: 15: Hepolite film show (H.Q., 8). (South Eastern).—April 13: Support combine event. 15: Film show (White Hart, Barnes, 8). (South Yorks).—April 16: Treasure hunt (Foljambe Arms, Rotherham, 7). (West Herts).—April 13: Run (Old Grey Mare, Berkhampstead, 2.30). **Ariel Owners (South Midlands)**.—April 13: Chessington Zoo (Crown and Sugar Loaf, 11).

Bar-None (Altrincham).—Regulations for the May 4 open-to-Cheshire Centre scramble from A. Mappin, 39, Lock Road, Altrincham. **Barry**.—April 15: Whist drive. **Birmingham Lambretta**.—April 13: Slimbridge (Bell Inn, on A38, 9). **British Two-Stroke**.—April 11: Talk (Crown and Sugar Loaf, 8.30). 13: Treasure hunt (Shirley Hills car park, 2). **Broughton and Bretton**.—April 10: Tombola (Phoenix, Sandycroft, 8). 16: Visit John Summers (7).

Clydebank.—April 13: Treasure hunt (Loch Chon). **Cornwall Caentre**.—April 13: Board meeting (Tall Trees, Tolcarne Road, Newquay, 3). **Croydon**.—April 13: Thompson Trophy Trial (Airport, 8.30). **Crystal Palace**.—April 11: Social (H.Q., 8). **Devonport**.—April 11: Tombola (H.Q., 8). 13: Working party (Baker's, 2). 14: Beetle drive (H.Q., 8). 16: Clearbrook (Baker's, 2). **Dittons**.—April 10: Noggin night (H.Q., 8). 13: Group event (Hampton Court, 10). 15: Committee meeting (H.Q., 8). **East Action**.—April 13: Support combine event. **Forces' Motoring (Gloucester and Somerset)**.—April 12: Dinner and dance. **Francis-Barnett Owners**.—April 15: Film show (Community Centre, Oldfield Lane, Greenford, 7.45).

Glasgow Speedway.—April 13: Loch Voil (Paisley's Corner, 10.30). **Gloucester and Cotswold**.—Daffodil run (H.Q., 2.30). 15: Double You Money (H.Q., 8). **Grasshopper (Romford)**.—Secretary: M. Raiser, 2, Repton Drive, Gidea Park, Essex. **Hatfield**.—Regulations for the April 20 main-road trial from B. S. Glasscock, 2, Dalebury Road, Welwyn Herts. **Ifford**.—April 15: Noggin and natter (H.Q., 8). **Kings Norton**.—April 11: Quiz (H.Q., 8). **Kingsington**.—April 11: Darts (H.Q., 8). 13: Support combine event. **L.E. Velo (London)**.—April 11: Club night (Anglers, Walton on Thames, 8). (Midland).—April 14: Club night (Friends' Institute, Moseley Road, Birmingham, 7.30). **Leamhead**.—April 10: Film show, 13: Group trial (Plough roundabout, 10.30). **Leeds and District Sidecar** (late Leeds and District Combination).—April 13: Run (Cattle Market, 10). **Liverpool**.—April 13: Hard Knott Park (Alt Garage, Birkenhead, 9.30). **Liverpool Imperial**.—April 15: General meeting (H.Q., 8.30). **London Douglas**.—April 11: Film show (H.Q., 8). 13: Douglas Trial (Bader's) (London, 10.30). **London Scooter**.—April 13: Bioson run (Blue Cockatoo, 9.30). **London Touring**.—April 13: Woburn (Ace Café, 10).

Manchester Ace.—April 14: Monthly meeting (H.Q., 7.30). **Manchester Lambretta**.—April 13: Cheshire lancet run (Albert Square, 2.15). **Manchester Pegasus**.—April 13: Invitation trial (Belle Vue, 10). **Manchester Vagabonds**.—April 12 and 13: Bangor. **Manor**.—April 14: Club night (14, Manor Road, South Norwood, London, S.E.25, 8). **Mitcham**.—April 13: Henley and Oxford (Liberty Café, 9.30). **Mont' Christie**.—April 13: Ivinghoe Beacon (Woodbine, 11). 16: Film show (Woodbine, 8).

Norwich Sidecar.—April 16: Club night (H.Q., 8). **Norwood**.—April 13: Combine event (What 'O Café, 9.30). **Panther Owners (Home Counties)**.—April 13: Run (Blackwall Tunnel, 1 p.m.).



south side, 9. Peterborough Combination.—April 13: Run (Embassy, 2). **Plymouth Touring**.—April 10: Consequences (H.Q., 7.30). 13: Bedruthan Steps (Saltash Ferry, Devon, 2). **Prima (East London)**.—April 16: Club night (62, Forest Lane, Stratford, E.15). **Reading All-scooter**.—April 15: Club night (H.Q., 8). **Ripon**.—Regulations for the April 20 restricted (fuel optional) scramble from S. Moreland, Roselea, Bishop Monkton, Harrogate; entries close April 16. **Royal Enfield Owners (London)**.—April 11: Film show (H.Q., 7.30). 13: Romney and Rye (St. Paul's, 9 and Lewisham, 9.30). (Sheffield).—Secretary: A. Kay, 363, Bramhall Lane, Sheffield, H.2. **Rugby Enthusiasts**.—April 13: Club night (H.Q., 7.30).

St. Albans.—April 13: Epping Forest (Town Hall, 2). **South Harrow**.—April 12: Dance (H.Q., 8). 13: Dunstable (H.Q., 10.30). **Southampton Vikings**.—April 13: Club event (Fleming Arms, 12.30). **Southern Sporting**.—April 13: Support group event (Clarendon Café, Staines, 9.30). 14: Records (H.Q., 8). **Stamford Bridge**.—April 13: Marshal's run to Bramley (Green Man, 9.30). **Surrey Hills**.—April 11: Noggin and natter (Gander, 8). 12: Dance (Cheam Social Centre, 7.30).

Tenterden.—April 13: Support combine event (Borough Bell, 11). 15: Committee meeting and club night (Eight Bells, 7 and 8). **Trade Winds**.—April 13: Camber Sands (H.Q., 9). **Triumph Owners (Bedford)**.—April 10: Film show (8, Epping Forest). 13: Insurance talk (Dick Turpin's Cave, 7.30). (Leeds).—April 11: Club night (Wharf Hotel, Bradford, 8). (Leicester).—Branches wishing to participate in the April 26 road trial should write to T. Lister, 40, Overdale Road, Leicester. (North London).—April 11: Talk (H.Q., 7.30). 13: A.G.M. (meet Gladfield's, 10). Winner of the Spring Road Trial was G. Stanger (649 Triumph sc). (North Wales and Merseyside).—April 11: 1957 T.T. film (H.Q., 7.30). (North-West London).—April 13: A.G.M. (L.E.F., 12). 15: Special night (H.Q., 7.30). (South London).—April 13: A.G.M. 15: Games night (Acuba Hall, 8). (Stockport).—April 10: Indoor trial (H.Q., 13). A.G.M. (Wolverhampton).—April 13: A.G.M. (meet Odeon, Warley, 9). 14: Bring-and-buy sale (H.Q., 8). **Triumph Owners of North-West Kent**.—April 13: Film show (H.Q., 8). **Vagabond**.—April 13: Leith Hill (Highway Café, 9). 14: Film show (Bull's Head, 8). **Vincent-H.R.D. Owners (Cambridge)**.—April 10: Club night (Trinity Foot, on A406). (Coventry).—April 11: Club night (Phantom Coach, Coventry By-pass). (Derby).—April 10: Club night (Osbaston Park Hotel, 8). (Essex).—April 11: Club night (White Hart, Chelmsford, 7.30). (North London).—April 15: Club night (The George, Holmes Road, Kentish Town). (North Wales and Merseyside).—April 11: Club night (Black Horse, 8). (Oxford).—April 11: Club night (Bear and Ragged Staff, Cumnor). 12: Annual dinner (Red Lion, Henley). (South London).—April 11: Dunlop films (T.A. H.Q., Bromley Road, Catford, 8). (Southampton).—April 10: Club night (Compass Inn, Winsor, near Cadnam). (West London).—April 14: Club night (Ickenham Community Centre, 8).

Waterloo.—April 13: Support N.W. Centre Team Trial (meet Winstay Garage, Maghull, 9). **Watling Association**.—April 13: High Rocks (Queen of Hearts, 9.30). **West Essex**.—April 13: Run (Dick Turpin's Cave, 9.30). **Wimbledon**.—April 13: Wimbledon Cup Trial (meet Lincoln, 8). **Winsford**.—Winner of the Spring Trial was J. Hartle (346 Royal Enfield). **Wood Green**.—April 13: Support Vintage event (Alexandra Palace, 10). 16: Film show (H.Q., 8). **Woolwich**.—April 10: Quiz (Royal Hotel, 8). **Wrexham**.—Regulations for the April 27 open-to-Cheshire Centre scramble from H. B. Hughs, 5, Charles Street, Wrexham; entries close April 21. **Wycombe**.—April 11: Club night (Nag's Head, High Wycombe, 8).

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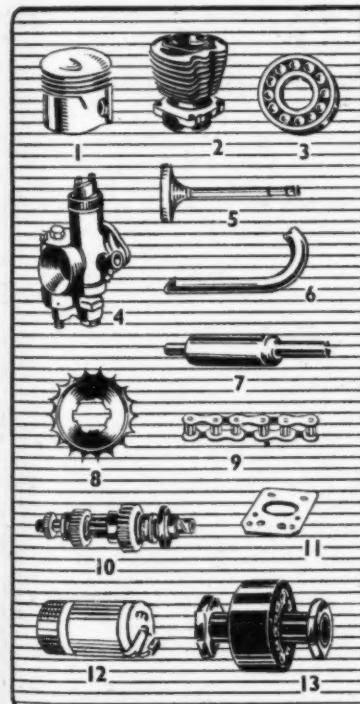
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VOLKSWAGEN de luxe saloon, 8,000 miles	£669

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BOND MARK "D" 2-seater, 6,000 miles	£249
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BOND MARK "B" de luxe	£169
BOND MARK "A" 250, 2,000 miles	£209
B.M.W. ISETTA 300, 9,000 miles	£269
MESSESSCHMITT KR 200 de luxe, 3,000 miles	£299
MESSESSCHMITT KR 200, Heater	£219
REILLY REGAL coupe, 7,000 miles	£379
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AUSTIN OMNICOACH, 2 tone, 11,000 miles	£569
AUSTIN 450 VAN, Heater, Grey	£429
AUSTIN 455 VAN, Green	£429
COMMER COB, Green/Exceptional	£369
HILLMAN HUSKY, Radio and heater	£449
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(Supplement v) 23



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ROWLAND SMITH'S the F.-Barnett buyers—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

WATKINSON MOTORS.—Top prices for Francis-Barnett.—136, Stockwell Rd., S.W.9. Brixton Rd. 2011. [C1174/R]

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ELEANOR MOTORS, Lambretta spares and service.—51, Manor St., Hackney, E.8. Amherst 3923. [0237]

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CELTIC MOTORS, Ltd., for your new Maico Typhoon 400cc twin, immediate delivery, all colours, terms and exchanges, genuine after-sales service.—57, East Hill, Wandsworth, S.W.18. Vandyke 5651. [0055]

SLOCOMBES OF NEASDEN!!! for your new Maico; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. [C1115]

EARLY deliveries of these models are usually possible if you order now through Nick Lancaster, 55, Whitley Drive, Blackpool. Tel. 24720. [0147]

CELTIC MOTORS, Ltd., for your new Maicoletta or Maico Mobil; immediate delivery from stock; demonstration models available.

TERMS and exchanges, genuine after-sales service.—57, East Hill, Wandsworth, S.W.18. Vandyke 5651. [0028]

CLAUDE RYE.—Immediate delivery new Maicos, choice of colours: terms.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [C1055/R]

THE north eastern's largest distributors; we can definitely give immediate delivery 250 and 277 Maicoletta, Maicomobil and 400 Taifun motor cycle.—Ken Blakey, 58, Anlaby Rd., Hull 16420. [0026/R]

MATCHLESS

MATCHLESS MOTOR CYCLES, Plumstead Rd., S.E.18. Tel. Woolwich 1223. [0108/R]

JOHN SURTEES.

SEE a complete range of 1958 models plus a collection of clean, guaranteed used Matchless at my West Wickham, Kent, showrooms.—Tel. Spring Park 3700. Immediate purchase, part exchange; immediate delivery. [C1145]

ROWLAND SMITH'S for Matchless. All models supplied.

FREE tax and insurance with second-hand motor cycles.

59cc—Matchless 1951 model 347cc ohv, dual seat, carefully used.

39cc—Matchless 1946 500cc ohv; terms, exchanges: Tel. open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

£89—1954 G80 500cc springer, outstanding value.—

ES MOTORS, Ltd., 325, High Rd., W.4. Chis. 6368. [C1031]

ARCHER OF ALDERSHOT for Matchless, etc., spares and service.—Victoria Rd. Tel. 525. [0363/R]

COMBINATIONS

1953 B.S.A. 650 c.c. Flash, beige finish, windshield, legshields, fitted with a Busmar full 2-seater Lancastria sidecar, in matching colours, superb outfit £189 0

1953 BROUH Superior V Twin, spr. front forks, dual seat, good tyres, fitted with sports sidecar, cash bargain £36 0

1955 SUNBEAM S.8 500 c.c., black finish, legshields, windshield, carrier, Watsonian Maxstoke child/adult saloon sidecar, one owner, bargain £198 0

1951 NORTON 500 c.c. Model 18 O.H.V., good tyres, stop lights, Watsonian Albion saloon single seater sidecar £98 0

1946 NORTON 16H 500 c.c. S.V., girder forks, Lucas dynamo lighting, speedometer, good battery, 1956 Swallow Tudor single seater sidecar, paintwork poor on machine, otherwise good runner, bargain £56 0

1954 NORTON 600 c.c. S.V., large screen, excellent condition, with Surrey full 2-seater 1958 body on new Canterbury chassis £179 0

1938 SUNBEAM 500 c.c. S.V., 4-speed footchange, dynamo lighting, speedometer, mirror, screen, Watsonian Maxstoke sidecar on child/adult chassis £38 0

1948 B.S.A. 500 c.c. O.H.V., Lucas dynamo lighting, nacelle type headlamp, good tyres, pillion seat, Watsonian Avon 1957 sports sidecar £118 0

1948 B.S.A. 500 c.c. S.V., 4-speed footchange, large headlamp, new battery, with B.S.A. Sports sidecar £39 10

1951 B.S.A. 650 c.c. Flash, beige finish, dual seat, Watsonian Maxstoke saloon sidecar with brake, in matching colours £185 0

1949 PANTHER 600 c.c. O.H.V., cream and chromium tank, windshield, stop lights, with Vilante child/adult sidecar £139 0

1955 TRIUMPH 650 c.c. Thunderbird, s/arm, blue and chrome, S.U. carb., dual seat, Garrard S.90 single-seater sports sidecar, in matching colours £215 0

1953 SUNBEAM S.8, grey and chrome finish, Avon fairing, dual seat, spot light, good tyres, Watsonian Avon sports sidecar, in matching colours £158 0

1955 TRIUMPH 6.7 Thunderbird, blue and chrome, s/arm, new tyres, 1957 Watsonian Avon, in matching colours, super outfit £215 0

1957 VESPA Combination, large screen, dual seat, 2,000 miles, Canterbury Demon single seater saloon sidecar, unmarked throughout £158 0

1957 ARIEL Huntmaster 650 c.c., air filter, full width hubs, maroon finish, with 1957 Watsonian Monarch, sprung wheel and brake £289 0

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Telephone: EMberbrook 5531 (P BX)

MATCHLESS

HARRY NASH.—12½% off brand new 1957 models; 1949 (Sept.) G80 and saloon s/ear, bargain, £85—397, King St., Hammersmith, W.6. Riv. 2357. [C1118]

SLOCOMBES OF NEASDEN!!! for your new Matchless; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. [C1118]

PUTNEY AUTOS for your new Matchless; immediate delivery; terms and exchanges.—263, Putney Bridge Rd., S.W.15. Put. 1186. [C1136/R]

WHITBYS OF ACTON.—New models in stock; exchanges, h.p. spares.—263/273, Acton Vale, London, W.3. She. 5555 (Showrooms); She. 6785 (Spares). [C1128/R]

MATCHLESS WANTED

ROWLAND SMITH'S, the Matchless buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

GEORGE CLARKE pay most for Matchless.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

CLAUDE RYE, Ltd., urgently require all models in good condition. Get our price first! H.P. accounts settled. We pay carriage.—895-921, Fulham Rd., S.W.6. Renown 6174. [W1105/R]

WE pay £10 more for Matchless; H.P. accounts settled; cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6-day. Tel. Reading 2337. [W1039]

MATCHLESS SPARE PARTS

JOE FRANCIS MOTORS, Ltd.—100% Matchless spares. C.O.D. and exchange service.

340 Footscray Rd., New Eltham, S.E.9. Eltham. 10176

CLAUDE RYE, Ltd.—Matchless spares specialists.—895-921, Fulham Rd., S.W.6. Renown 6174. [S1105/R]

CLAUDE RYE, Ltd.—Large stocks of spares for Matchless and ex-W.D. models.—895-921, Fulham Rd., S.W.6. Renown 6174. [S1105/R]

GUS KUHN.—Genuine Matchless spares stockists.—275, Clapham Rd., S.W.3. Brixton 5604 and 565. Prompt c.o.d. by return service. [0135/R]

ELITE MOTORS (TOOTING), Ltd., 951-961, Garratt Lane, Tooting Broadway S.W.17. Balham 1200. Large range of Matchless spares. Call or send C.O.D. [S1169/R]

KAYS OF EALING, Ltd.—Matchless spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eltham 2357. [S1075/R]

PUTNEY AUTOS—Genuine spares for Matchless; 24-hour c.o.d. service.—263, Putney Bridge Rd., S.W.15. Putney 6887. [S1138/R]

CO.D. and service units, £10,000 spares in stock.—Rapids 64-74, Godstone Rd., Whyteleafe, Surrey. Upl. 0895 and 259-269, Haydons Rd., Wimbledon, S.W.19. Cherrywood 5302-3. [S1162/R]

GODFREYS, Ltd.—Matchless and Burman spares stockists; c.o.d.—226-234, London Rd., Croydon. Cro. 3641-3, 208-210, Great Portland St., W.1. Eust. 4632-4, 418, Romford Rd., Forest Gate, E.7. Gra. 1254-5, 220, Barkings Rd., E. Ham. Gra. 8088, 94-96, High Rd., Tottenham. Sta. 5656. [S1052/R]

MATCHLESS SERVICE

£2 10s.—Matchless tanks, stoved, lined originally £2 guaranteed, tank reconditioning, 1,000 service tanks.—McAlmonds (Enamellers), Mounmore Green, Wolverhampton.

MOTO-GUZZI

K.V.P. MOTORS, Ltd.—Zigolo 98cc in stock; £103/19.6/ terms, Central Parade, Gunnersbury Lane, W.5. Acorn 6005. [C1068]

PRIDE & CLARKE, main agents 98cc Zigolo super sports; £109/19.6/ ½ deposit, immediate acceptance, 24 monthly payments; tax and insurance included in terms; exchange; catalogue free.—158, Stockwell Rd., S.W.9. Br. 6251. [C1098/B]

M.V.

MV DISTRIBUTORS, Ltd., Regent House, 235, Regent St., London, W.1. [0084/B]

COMERFORDS for M.V., new and second-hand.—Thames Ditton, Surrey.—Emb. 5531 (6 lines). [C1006]

NORMAN SPARE PARTS

YOUNG'S.—Complete stocks; prompt despatch.—20-32, Tooting Bec Rd., London, S.W.17. Bal. 7791. [S1134/R]

NORTON

NORTON MOTORS, Ltd., Bracebridge St., Birmingham. [0091/B]

JOHN SURTEES.

SEE a complete range of 1958 models plus a collection of clean, guaranteed used Nortons at my West Wickham, Kent, showrooms.—Tel. Spring Park 3700. hire purchase, part exchange; immediate delivery.

ARCHER OF ALDERSHOT for Norton, etc., spares and service.—Victoria Rd. Tel. 525. [0363/R]

NORTON

ROWLAND SMITH'S for Norton.
NEW models in stock.

FREE tax and insurance with second-hand motor cycles.
210 gns.—Norton twin 1956 600cc Dominator 99, twin carburetors, etc., exceptional.
185 gns.—Norton twin 1956 600cc model 50 dual seat, windscreen. 1,939 miles only.
145 gns.—Norton twin, 1954, 49cc Dominator 88, choice of 3.
49 gns.—Norton registered 1956, ex W.D. 490cc combination. Widespread adult saloon or Kwick chassis, terms exchanges; list; open 9-7 week-days and Saturdays. Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041.

MITCHELL ERSKINE, Ltd. (Palmer's Green), offer:
1957 Norton 99, immaculate condition: £229.

ONE-THIRD deposit, balance 12, 18, 24 months; part exchanges welcomed.

15. Green Lanes, Palmers Green, N.19. Bowes Park 5222 & 4976. [C114]

COMERFORDS for Nortons, new and second-hand.

1,000 machines in stock.—Thames Ditton, Surrey. [C1006]

ELEANOR MOTORS for Norton, terms, exchanges.

265, Mare St., Hackney, E.8. Amherst 5134. [C1035]

OSGOOD & COATES, Ltd. Norton main dealers.

781-5, Old Kent Rd., S.E.15. New Cross 0513. [C1094]

HARRY NASH—12½% off brand new 1957 models;

all 1956 models in stock; exchange cars, cycles, etc.; Tax, insurance, all on 24 months, hire purchase—

391, King St., Hammersmith, W.6. Riv. 2837-8. [C1090]

FRRED WARNE for your new Norton, most models in stock; for immediate delivery, order now; terms and exchanges welcomed.

FRRED WARNE, 41-48, Chingford Mount Rd., E.4. Larkwood 7330. [C1198]

SLOCOMBES OF NEASDEN!!! for your new Norton; terms and exchanges—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. [C1115]

ERIC KENNARD & Co., can supply your new Norton and all spares requirements.—19, Station Rd., N.3. Finchley 3589.

PUTNEY AUTOS for your new Norton: immediate delivery; terms and exchanges.—265, Putney Bridge Rd., S.W.15. Put. 1186. [C1138]

WHITBY'S OF ACTON—New models in stock, exchanges, h.p., spares.—265 275, Acton Vale, London, W.3. She. 6785 (Showroom); She. 6785 (Spares). [C1128/R]

NORTON WANTED

ROWLAND SMITH'S, the Norton buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

GEORGE CLARKE pay most for Norton.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

SMITH'S, 86, Chalk Farm Rd., N.W.1, want Nortons.

—Gul 2767. [C069/R]

ENTHUSIAST owned 88 or 99 wanted; cash; no h.p. or handling if good machine.—4, Bell Close, Pinner, Pinner 8375. [W1013]

CLAUDE RYE, Ltd., urgently require all models in good condition. Get our price first! H.P. accounts settled. We pay carriage—895-921, Fulham Rd., S.W.6. Renown 6174. [W1105/R]

WE pay £10 more for Norton; H.P. accounts settled.

—Immediately; write to you, fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 8 a.m. to 8 p.m., 6-day. Tel. Reading 2237. [W1039]

NORTON SPARE PARTS

TAYLOR MATTISON.

NORTON spare parts specialists; largest selection of new genuine spares available in the south of England; all available parts in stock; prompt c.o.d. service.—Call, write or phone 74, Bedford Hill, Balham, S.W.2. Balham 4201-2. [C0331/R]

C.O.D. by return post c.o.d.

ALL Norton gear box spares.

INCLUDING 1956-57-58 A.M.C. gear boxes.

JOE FRANCIS MOTORS, Ltd., 340, Footscray Rd., New Eltham, S.E.9.

C.O.D.—Tel. Eltham 1373, c.o.d.

1015/R

CLAUDE RYE, Ltd., Norton specialists.—Comprehensive range; immediate c.o.d.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [S1105/R]

H. L. DANIEL, the Norton expert.—Comprehensive spares service, c.o.d. by return.—65, Dartmouth Rd., Forest Hill, S.E.23. Tel. 5035. [C0205/R]

GODFREYS, Ltd. Norton spares stockists; c.o.d.—226-234, London Rd., Croydon, Croy. 3641; and 220, Barking Rd., E.6. Gra. 8088. [S1032/R]

CLAUDE RYE, Ltd.—Large stocks of spares for pre-war and ex-W.D. models; list free.—895-921, Fulham Rd., S.W.6. Renown 6174. [S1105/R]

KAYS OF EALING, Ltd. Norton spares parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2387. [S1075/R]

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MOTOR CYCLES
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Model.....

C.C.

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chassis.....

Model.....

Year.....

Condition.....

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275 HIGH ST., ACTON, W.3 Phone: ACORN 6543

NORTON SPARE PARTS

GUS KUHN MOTORS invite you to try us for your genuine Norton spare parts.—275, Clapham Rd., Stockwell, London, S.W.9. Tel. Brixton 5604 and 9435. Prompt c.o.d. by return service. 10132/R

N.S.U.

HUMPHREYS.

HUMPHREYS, N.S.U. Distributors for North London. Immediate delivery. Super Max, Prima Scooter and Quickly; full range of Quickie, Max and spares, complete. c.o.d.—Humphreys, Ltd., 122, Hackney Rd., N.W.1. Euston 5526 Sales and Euston 6536 Spares. 10132/R

ELEANOR MOTORS for N.S.U. terms, exchanges—265, Mare St., Hackney, E.8. Amherst 5134. [C1025]

WHITBY'S—Grand display N.S.U., Prima and Quickly.—273, Acton Vale, London, W.3. She. 51128/R

SLOCOMBES OF NEASDEN!!! for your new N.S.U. Primas, etc.; terms and exchanges—239-271, Neasden Lane N.W.10. Gladstone 3355-8 lines. [C1115]

CLAUDE RYE—Immediate delivery new 5 Star Prima, choice of colours; terms—895-921, Fulham Rd., S.W.6. Renown 6174. [C1058/R]

FOR Sale: 3 new fire-damaged N.S.U. motor cycles, two 250cc and one 125cc; can be inspected at Eye Ready Motor Services, 66, Higham St., E.16. Larkwood 3589.

OFFERS for the lot or each machine to Ellis & Buckle, 44, Leadenhall St., E.C.3. [C1065]

PANTHER

ROWLAND SMITH'S for Panther.

NEW models in stock; terms exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

SLOCOMBES OF NEASDEN!!! for your new Panther; terms and exchanges—239-271, Neasden Lane N.W.10. Gladstone 3355-8 lines. [C1115]

GEORGE CLARKE (MOTORS), Ltd., the Panther specialists, for new and used models—275, High St., Acton, W.3. Acorn 6543. [C1018/R]

RAPID MOTORS—Every Panther available free stock, including model 35 500cc twin; largest distributor in the country.—268, Haydons Rd., Wimbleton, S.W.19. Che. 5202-3, and 70-74, Godstone Rd., Whyteleafe, Surrey. Uplands 0895. [C1162/R]

PANTHER WANTED

ROWLAND SMITH'S the Panther buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

GEORGE CLARKE pay most for Panther.—271, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

WE pay £10 more for Panther; H.P. accounts settled; cash balance immediately: we pay your fare home.—Send it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6-day. Tel. Reading 2237. [W1059]

PHOENIX

ROWLAND SMITH'S for Phoenix.

NEW and demonstration models in stock; terms exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

G.H. CYCLES, Harrow Weald, 429, High Rd., Harrow 6858. Phoenix main dealers. [C1018]

PIATTI

PIATTI—Loxhams Motor Cycle House; exchanges; p.h.p.—Tel. 4242 Preston. [C0049/R]

RENNO'S—De luxe and standard models, immediate delivery, super after sales service; 12, 18, 24 months self-financed terms.

RENNO'S—Really splendid 1956 Piatti, windscreen, spade wheel, carrier, dual seat, one owner: 759cc, 1956, 500cc, 1957-8. Piatti 500cc, 1956, 2,000 miles, windscreen, spade wheel, carrier, dual seat: 299cc, 232-34, Upper St., London, N.L. Can. 2001. And 217, Hornsey Rd., London, N.7. Arc. 5388. [C1004]

MEETEN'S, Shannon Corner, New Malden, for immediate delivery of the real value-for-money scooter the all-British Piatti; lists, tuition, lowest h.p.—Tel. Malden 3110. [C1225]

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CONCESSIONAIRES: Carr Bros., Purley, Surrey; Uplands 4612-7 (trade enquiries). See and try at Soho Garage, 221, Soho Sq., London, W.1. Ger. 6616-17. [C1041/R]

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PART EXCHANGE
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Existing h.p. a/cs settled. Cash reward if our allowance exceeds the one. Third deposit required. Terms over two years. Ride away on your new model today!

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	188	500 c.c.	£247	18	3
	20	500 c.c. Twin	£281	6	3
	30	600 c.c. Twin	£288	15	11
ANASADODE	Populus	150 c.c.	£124	15	4
ANASADODE	Supreme	250 c.c. Twin	£157	4	6
ANASADODE	Colt	200 c.c.	£155	15	8
ARIEL	Red Hunter	350 c.c.	£230	15	9
ARIEL	Red Hunter	500 c.c.	£237	0	8
ARIEL	Hunter	600 c.c. S.V.	£223	1	8
ARIEL	Bantam	125 c.c.	£109	15	11
BSA	Rantam Super	175 c.c.	£127	15	11
C12	250 c.c. O.H.V.	£165	5	11	1
B31	350 c.c. O.H.V.	£220	10	10	1
B31	Shooting Star	300 c.c. Twin	£285	14	5
B31	Shooting Star	350 c.c. Twin	£281	19	6
B31	Enduro Flash	350 c.c. Twin	£281	19	6
ENFIELD	Crusader	350 c.c.	£213	1	8
ENFIELD	Clipper	350 c.c.	£199	18	3
ENFIELD	Meteor	700 c.c. Twin	£283	16	3
EXCELSIOR	Universal	150 c.c.	£116	0	8
EXCELSIOR	Phantom	250 c.c. Twin	£180	17	9
F.MARSHALL	Falcon	187 c.c.	£159	13	7
F.MARSHALL	Cruiser 80	250 c.c.	£185	5	11
G3L8	350 c.c.	£233	8	11	1
G808	500 c.c.	£247	12	7	1
MATCHLESS	GB	500 c.c. Twin	£281	6	11
MATCHLESS	GB	600 c.c. Twin	£281	11	11
MATCHLESS	GB	700 c.c. Twin	£281	11	11
MORTON	50	350 c.c.	£242	12	9
MORTON	682	500 c.c.	£242	12	9
MORTON	198	600 c.c.	£254	9	10
MORTON	77	600 c.c. Twin	£276	6	5
MORTON	88	500 c.c. Twin	£283	16	3
MORTON	99	700 c.c. Twin	£283	16	3
TRIUMPH	Tiger Cub	350 c.c.	£149	10	0
TRIUMPH	21	350 c.c. Twin	£228	5	11
TRIUMPH	Speed Twin	500 c.c. Twin	£258	4	8
TRIUMPH	Tiger 100	500 c.c. Twin	£269	9	8
TRIUMPH	Thunderbird	600 c.c. Twin	£258	4	8
TRIUMPH	Tiger 110	600 c.c. Twin	£281	4	11
VELOCETTE	LC	200 c.c. Twin	£193	15	11
VELOCETTE	Valiant	200 c.c. Twin	£200	16	11
VELOCETTE	MAC	350 c.c.	£235	0	8
VELOCETTE	MISS	500 c.c.	£249	0	8
VELOCETTE	Viper	350 c.c.	£258	4	8
VELOCETTE	Venom	500 c.c.	£268	19	4

ALL LEADING MAKES OF SIDEKARS

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VESPA	Clubman	150 c.c.	£168	15	6
LAMBRETTA	TV 175	170 c.c.	£209	17	10
LAMBRETTA	TV 200	200 c.c.	£218	15	11
LAMBRETTA	LDB	150 c.c.	£164	15	11
NUD	Prima	150 c.c.	£201	3	10
NUD	Scooter	150 c.c.	£174	5	10
NUDAPP	Bells 154	160 c.c.	£174	13	10
NUDAPP	Bells 203	200 c.c.	£205	16	10
NUDAPP	Moped 48	48 c.c.	£75	4	4
NUDAPP	Quickly de luxe 88 c.c.	88 c.c.	£74	3	5
NUDAPP	Coupledette	88 c.c.	£89	16	5

NEW THREE-WHEELERS

BOND	Minicar 9-str.	197 c.c.	£2279	5	9
NUDAPP	Cabin Cruiser	174 c.c.	£2394	16	5

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FOR Puch scooters and motor cycles.—Write for the name and address of your nearest dealer to: **SOLE CONCESSIONARIES FOR THE BRITISH ISLES**—Ryder's Autoservice, 215-217, Knowsley Rd., Bootle, Liverpool 20.

120—Puch (May 1957, 125cc RL 125 scooter, 2 swinging arm, pillion, windshield, 2,307 miles, cost over £170; free tax and insurance; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham 6041. [C1114]

RACING MOTOR CYCLES

M. & W. MOTORS.

1949 A.J.S. 7R, full racing trim; £139/10.—M. & W. MOTORS, 617, Eastern Ave., Ilford, Essex, Val. 8256. [C1166]

COMERFORDS, Ltd.!!—£265, 1957 Gold Star 350cc Clubman's, clip-ons, 190mm from brake, 2,500 miles only, as new.

COMERFORDS, Ltd.!!—£228, 1956 Gold Star 350cc, alloy rims, 190mm from brake, twin seat, with spare, DB motor, speedo and rev counter.

COMERFORDS, Ltd.!!—£125, 1952 Gold Star 350cc, rev counter, 120mph speedo, dual seat, good tyres.

COMERFORDS, Ltd.!!—£195, 1956 Gold Star 350cc, DB motor, speedo, rev counter, one owner, excellent condition.

COMERFORDS, Ltd.!!—£108, 1951 Gold Star 350cc, alloy motor, new battery and dual seat, very fast, clean.

COMERFORDS, Ltd.!!—£125, 1952 Norton 500cc International, clip-ons, rev counter, 120mph speedo, bolt through tank, dual seat, new tyres.

COMERFORDS, Ltd.!!—£265, 1957 Norton 500cc International, 350cc Featherbed, well maintained, very fast, good for well over the ton.—Portsmouth Rd., Thame Ditton, Emberbrook 5531. [C1006]

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1955 150, 175, 200, 225, 250, 275, 300, 325, 350, 375, 400, 425, 450, 475, 500, 525, 550, 575, 600, 625, 650, 675, 700, 725, 750, 775, 800, 825, 850, 875, 900, 925, 950, 975, 1000, 1025, 1050, 1075, 1100, 1125, 1150, 1175, 1200, 1225, 1250, 1275, 1300, 1325, 1350, 1375, 1400, 1425, 1450, 1475, 1500, 1525, 1550, 1575, 1600, 1625, 1650, 1675, 1700, 1725, 1750, 1775, 1800, 1825, 1850, 1875, 1900, 1925, 1950, 1975, 1990, 2015, 2040, 2060, 2080, 2100, 2125, 2150, 2175, 2200, 2225, 2250, 2275, 2300, 2325, 2350, 2375, 2400, 2425, 2450, 2475, 2500, 2525, 2550, 2575, 2600, 2625, 2650, 2675, 2700, 2725, 2750, 2775, 2800, 2825, 2850, 2875, 2900, 2925, 2950, 2975, 2990, 3015, 3030, 3050, 3075, 3090, 3110, 3130, 3150, 3170, 3190, 3210, 3230, 3250, 3270, 3290, 3310, 3330, 3350, 3370, 3390, 3410, 3430, 3450, 3470, 3490, 3510, 3530, 3550, 3570, 3590, 3610, 3630, 3650, 3670, 3690, 3710, 3730, 3750, 3770, 3790, 3810, 3830, 3850, 3870, 3890, 3910, 3930, 3950, 3970, 3990, 4010, 4030, 4050, 4070, 4090, 4110, 4130, 4150, 4170, 4190, 4210, 4230, 4250, 4270, 4290, 4310, 4330, 4350, 4370, 4390, 4410, 4430, 4450, 4470, 4490, 4510, 4530, 4550, 4570, 4590, 4610, 4630, 4650, 4670, 4690, 4710, 4730, 4750, 4770, 4790, 4810, 4830, 4850, 4870, 4890, 4910, 4930, 4950, 4970, 4990, 5010, 5030, 5050, 5070, 5090, 5110, 5130, 5150, 5170, 5190, 5210, 5230, 5250, 5270, 5290, 5310, 5330, 5350, 5370, 5390, 5410, 5430, 5450, 5470, 5490, 5510, 5530, 5550, 5570, 5590, 5610, 5630, 5650, 5670, 5690, 5710, 5730, 5750, 5770, 5790, 5810, 5830, 5850, 5870,

and S. stockists. Don't be Mart. Coventry. (0203/8)

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(C1068)

ELITE MOTORS (TOOTING) LTD.

1,000 MOTOR CYCLES SCOOTERS 3-WHEELERS

R.A.A. 1951, Bantam 125 c.c., two-stroke, teles., d.c.,.... £235
JAMES, 1953, Comet 95 c.c., two-speed, teles., very clean.... £239
MATCHLESS, 1946, G3L, 350 c.c. O.H.V., teles., d.c.,.... £239
J.A.L. 1955, Quickie, 49 c.c., two-speed, low mileage.... £239
J.A.L. 1954, B3L, 200 c.c. O.H.V., teles., screen, pillars.... £249
THUNDERBIRD, 1954, T100, 350 c.c. O.H.V., 4-speed,.... £255
J.A.L. 1957, Quickie, 49 c.c., two-stroke, spgr., d.c.,.... £269
ZEPHAR, 1958, Combination, 49 c.c., spgr., moped. As new.... £285
JAMES, 1953, Cadet 150 c.c., 3-stroke, 3-sp., f/change.... £285
THUNDERBIRD, 1949, 57, 500 c.c. O.H.V., Twin, teles.,.... £285
JAMES, 1953, Bantam 125 c.c., immaculate, ex-.... £285
B.R.A. 1953, B21, 250 c.c. O.H.V., spgr., d.c.,.... £285
NORTON, 1953, T100, 350 c.c. O.H.V., arm, spgr., extras.... £299
A.R.E. 1953, NH, 350 c.c. O.H.V., arm, spgr., extras.... £299
THUNDERBIRD, 1954, T100, 350 c.c. O.H.V., Twin, shub.... £299
JAMES, 1953, B3L, 350 c.c. O.H.V., spgr., teles.... £299
JAMES, 1954, B3L, 350 c.c. O.H.V., arm, spgr.,.... £299
B.R.A. 1954, A10, 650 c.c. O.H.V., spgr., teles.... £299
JAMES, 1954, G3L, 350 c.c. O.H.V., Twin, spgr.,.... £299
JAMES, 1954, B3L, 350 c.c. O.H.V., Twin, spgr.,.... £299
R. ENFIELD, 1956, Bullet 350 c.c. O.H.V., arm, spgr.,.... £299
VELOCETTE, 1954, M3L, 350 c.c. O.H.V., arm, spgr., teles.... £299
JAMES, 1954, A10, 650 c.c. O.H.V., Twin, spgr.,.... £299
NORTON, 1954, 500 c.c. O.H.V., de luxe, arm, spgr.,.... £299
JAMES, 1957, 16M8, 350 c.c. O.H.V., arm, spgr., Extras.... £299

HIRE PURCHASE TERMS

All machines listed here are available for 1, 3, 6, 9, 12, 18 or 24 months

Deposit, balance payable over 12, 18 or 24 months

£100, £150, £200, £250, £300, £350, £400, £450, £500, £550, £600, £650, £700, £750, £800, £850, £900, £950, £1000, £1050, £1100, £1150, £1200, £1250, £1300, £1350, £1400, £1450, £1500, £1550, £1600, £1650, £1700, £1750, £1800, £1850, £1900, £1950, £2000, £2050, £2100, £2150, £2200, £2250, £2300, £2350, £2400, £2450, £2500, £2550, £2600, £2650, £2700, £2750, £2800, £2850, £2900, £2950, £3000, £3050, £3100, £3150, £3200, £3250, £3300, £3350, £3400, £3450, £3500, £3550, £3600, £3650, £3700, £3750, £3800, £3850, £3900, £3950, £4000, £4050, £4100, £4150, £4200, £4250, £4300, £4350, £4400, £4450, £4500, £4550, £4600, £4650, £4700, £4750, £4800, £4850, £4900, £4950, £5000, £5050, £5100, £5150, £5200, £5250, £5300, £5350, £5400, £5450, £5500, £5550, £5600, £5650, £5700, £5750, £5800, £5850, £5900, £5950, £6000, £6050, £6100, £6150, £6200, £6250, £6300, £6350, £6400, £6450, £6500, £6550, £6600, £6650, £6700, £6750, £6800, £6850, £6900, £6950, £7000, £7050, £7100, £7150, £7200, £7250, £7300, 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TRIUMPH SPARE PARTS

KAYS OF EALING, Ltd., Triumph spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.S. Eal. 2327. [S1075/R]

LIGHTFOOT MOTOR CYCLES for Triumph spares & repairs, exchange parts service: t.a.e. Bar 3129, High St., Potters Bar, Middlesex. Potters Bar 3129. [S1178/R]

PUTNEY AUTOS.—Genuine spares for post-war models—24hr. c.o.d. service; tremendous range in stock.—263, Putney Bridge Rd., S.W.15. Putney 2677. [S1136/R]

BRACKPOOLS.—Triumph spares from stock; prompt c.o.d. service from London's largest stockists.—Tel. For. 2585. Call or write 228, Stanstead Rd., Forest Hill, S.E.23. [S1052/R]

GODFREY'S, Ltd., Triumph spares specialists: c.o.d.—226-234, London Rd., Croydon. Cro. 3641-3. 208, Great Portland St., W.1. Eus. 4632-4; and 418, Romford Rd., Forest Gate, E.7. Gra. 1234-5; 220, Barking Rd., East Ham. Gra. 8086. [S1052/R]

T.W.N.

INDUSTRIA (LONDON), Ltd., Boyne Valley Rd., Maidenhead, Berks. Tel. Maidenhead 2480. Appointed sole concessionaires in the U.K. for Conti-Tess Scooters and Pipa Mopeds. [S1024]

CLAUDE RYE.—Immediate delivery new T.W.N. scooter and motor cycle; terms—895-921, Fulham Rd., S.W.8. Renown 6174. [C1105/R]

VELOCETTE

VELOCETTE, Ltd., Hall Green Works, York Rd., Hall Green, Birmingham, 28. Tel. Springfield 1145. [S1070/R]

ROWLAND SMITH'S for Velocette.

NEW Mark III LE and Venom in stock.

FREE tax and insurance with secondhand motor cycles.

49 gns.—Velocette, August, 1948, 349cc ohv MAC, dual seat, very carefully used.

59 gns.—Velocette twin, 192cc, 192cc LE, pillion, panniers; choice of 5 Exs; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

L. STEVENS, Ltd., the 100% Velocette specialists; 1958 models now in stock.

S—Also a large selection of good used machines.—147-151, Goldhawk Rd., Shepherd's Bush, W.12. She. 1154-5. [C1151/R]

GODFREY'S, Ltd., all models, all depots; see display advertisement. [C1052/R]

HUMPHREY'S.—Velocette sales, spares and service; new machines in stock for immediate delivery.

HUMPHREY'S, Ltd., 122, Hampstead Rd., N.W.1. (Continuation Tottenham Court Rd.) Euston 3526. [C1058/R]

A. H. TOOKEY, Velocette specialists, Station Garage, Lee, S.E.12 (opposite Lee Station). Tel. Lee Green 2574. [S0040/R]

VELOCETTE 1958 Valiant, 400 miles only; £165; h.p. and exchanges.—W. P. Edwards Motors, Ltd., Taunton 2943. [C1078]

SLOCOMOBES OF NEASDEN!!! for your new Velocette; terms and exchanges—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. [C1115]

LITTLEJOHN'S main dealer, machines, spares; terms, exchanges—2, Ruislip Rd., Greenford, Wembley 3255. [S0282/R]

WHITRYS.—Velocette enthusiasts; new and second-hand—273, Acton Vale, London, W.3. She. Bush 5355. [C1128/R]

RAPID MOTORS for all models and spares—269, Haydons Rd., Wimbledon, Cherrywood, 2624, and 70, Godstone Rd., Whyteleafe, Surrey. Uplands 0825. [C1162/R]

GEOFF DODKIN, Velocette spares/repairs specialist; LE service spares our specialty; new and second-hand models supplied; generous part exchange allowance; genuine after-sales service.—28, Queens Rd., S.W.14. Prospect 8779. [C1009]

VELOCETTE WANTED

ROWLAND SMITH'S, the Velocette buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W114/R]

GEORGE CLARKE pay most for Velocette.—28, Brixton Hill, S.W.2. Tulse Hill 5211. [TW1019]

WE PAY £10 more for Velocette; H.P. accounts settled cash balance immediately; we pay you're home—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6-day. Tel. Reading 2237. [TW1039]

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KAYS OF EALING, Ltd., Velocette spare stockists: c.o.d.—8-10, Bond St., Ealing, W.S. Eal. 2327. [S1105/R]

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WATKINSON MOTORS, official stockists—18, Stockwell Rd., S.W.9. Brl. 2638. [S1174/R]

BRUCE LEWIN, Ltd., terrific stocks Villiers spares—17, Narborough Rd., Leicester. Tel. 5280. [S025/R]

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GATEHOUSE MOTORS, Ltd., Villiers spares stockists; all parts c.o.d. by return.—196, Archway Rd., Highgate, N.8. Fitzroy 1666. [S1055/R]

CLAUDE RYE, Ltd., Villiers specialists; comprehensive range, immediate c.o.d.—895-921, Fulham Rd., London, S.W.6. [S1105/R]

WHITBYS OF ACTON—All Villiers spares and exchange units.—263, Acton Vale, London, W.1. She. 6785. [S1128/R]

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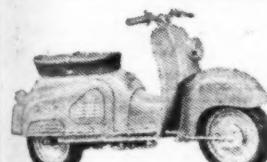
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UNITY MOTORCYCLES, 1-3, Fulham High St., S.W.6. Renown 5759. [C1058/R]

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HUMPHREYS, Ltd., require post-war Vincents for cash.—122, Hampstead Rd., N.W.1. Biston 3326. [C1058/R]

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CONWAY MOTORS.—Good quality used Vincents urgently required for cash; exchanges welcomed; agents for leading makes of motor cycles and cars. Before selling your Vincent—

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A. E. REYNOLDS, Ltd., offer by return, Vincent spares service.—Berry St., Liverpool (Royal 1475). [S1036/R]

MILLARS MOTORS (MITCHAM), Ltd., Vincent spares stockists and distributors.—363-5, London Rd., Mitcham. Tel. Mitcham 0829. [C1031/R]

HUMPHREYS. Vincent spares stockists and distributors for North London: c.o.d.—Humphreys, Ltd., 22, Hampstead Rd., N.W.1. Biston 6536. [C1058/R]

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ROSS MOTORS, Ltd.—The Midland Vincent specialists, have the largest stock of Vincent spares in the Midlands; immediate attention to all orders, c.o.d. if desired.—Ross Motors, Ltd., 16, Stockwell Head, Stockwell, Leics. Spares Tel. Hinckley 641 and 558. [C0412/R]

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C OMERFORDS for Zundapp Combinette and Bella.—Portsmouth Rd., Thames Ditton. [C1006]

HARRY NASH, easiest terms, any exchanges.—391, King St., Hammersmith, W.6. Riv. 2837-8. [C1090]

WATKINEON MOTORS for immediate delivery, usual terms.—Stockwell Rd., S.W.9. Brl. 2838. [C1174/R]

CLAUDE RYE.—Immediate delivery Zundapp 201S: terms.—995-921, Fulham Rd., London, S.W.6. Renown 6174. [C1105/R]

201S motor cycles. Bella scooters and Combinettes: Croydon and East Surrey distributors.—F. W. Clark, 560, London Rd., Thornton Heath. Thos. 4967. [C1165]

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ZUNDAPP BELLA

GODPREYS, Ltd., appointed dealers all depots.—See display advert. [C1052/R]

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ES MOTORS, Ltd., 325, High Rd., W.4. Chis. 6368. [C1031]

GIFPS OF SOUTH HARROW.—Immediate delivery part exchanges welcome.—368, Northolt Rd., Brl. 2484. [C1053/R]

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£159/10.—1954 Triumph T100 650cc s/arm. £199/10.—1956 Norton 99 600cc Domy de-luxe, s/arm. £199/10.—1956 Matchless G11 600cc twin, s/arm. £179/10.—1955 Triumph T110 650cc, s/arm, Faring & C7 twin banners. £235.—1957 Norton 99 Domy de luxe twin, s/arm.

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KING'S OF OXFORD.

NEW Rd., Oxford.

[C1171]

BROOKERS NORTH LONDON.

A GRAND selection of 1958 models, including Lambretta scooters and N.S.U. Quickly, in stock. COMPREHENSIVE stock of good used combinations and solo: excellent h.p. facilities, all machines road tested.

2. Queen's Parade, Green Lanes, Hornsey, N.8. Tel. 2. Mountview 0284, 2 mins. from Turnpike Lane Tube Station. A few doors from Queen's Head Hotel.

[C1135/B]

CHARLES SIMPSON MOTORS offer:—

1957 250cc Royal Enfield Crusader, immaculate, in green and chrome, fully equipped, amazing value: £159.

1957 LAMBRETTA, leopard skin covers, screen, etc.: £159.

1957 Piatti very little used: £89.

1955 250cc Excelsior Taliham Twin, a suspension, cracking motor, appearance only fair: £289.

1955 197cc Dot scrambler, Earles type front fork, s/a suspension, a hot little outfit for £299.

1954 500cc Ariel Fieldmaster twin, crash bars, good tyres, genuine bargain: £139.

1953 250cc B.S.A. C11 springer, windscreen, tax'd, etc.; amazing value: £79.

1952 197cc Francis-Barnett, ideal lightweight machine, fully equipped: £39.

1955 B.S.A. B31 350cc, s/a suspension, comprehensively equipped, amazing value: £139.

1954 Triumph Thunderbird and Stein sports sidecar, matching colours throughout, new tyres, immaculate: £209.

1953 50cc ES2 Norton, s/a suspension, extremely good for super snip at £129.

1950 LE Velolette, very carefully used, ready to drive away: £49.

1946 350cc Matchless, telegears, dual seat, good tyres, amazing value: £49.

1952 B.S.A. B31 350cc, s/a suspension, comprehensively equipped, amazing value: £49.

1948 350cc Douglas, torsion bar springing, fully equipped, unrepeatable value: £49.

1938 350cc O.K. Supreme, good runner: £10.

CHARLES SIMPSON MOTORS, Ltd., Staples Corner, Hendon, N.W.2. Gladstone, 1921/1246. Part exchanges a speciality on both motor cycles and cars.

[C1134]

COULSDON MOTOR CYCLES offer:—

1955 Triumph Thunderbird 650cc: £170.

1956 A.J.S. Model 30, 600cc: £216.

1957 James Captain, 197cc: £110.

1955 Francis-Barnett Cruiser, 225cc: £110.

1956 Bella scooter, 200cc: £160.

1955 B.S.A. B31, 350cc: £140.

TERMS, exchanges; main James agents.

206 Brighton Rd., Coulsdon, Surrey. Uplands 7887. [C1011]

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MOTOR CYCLES MISCELLANEOUS

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1957 NSU Prima, 3,000 miles; £160.
1956 Triumph Thunderbird, as new; £205.
1955 Triumph Thunderbird, very clean; £174.
1955 Matchless 500cc twin; £165.
1955 Francis-Barnett 225cc Cruiser; £110.
1955 Triumph 500cc Tiger 100; £120.
1952 Vincent 1,000cc Black Shadow; £175.
COMPREHENSIVE range of new and second-hand
machines.
PART exchange, hire purchase.—E. R. Fisher Motors,
Ltd., Bath Rd., Hounslow, Middx. Hounslow 1852.
[CL163]

JACK KENDALL OF ISLINGTON offer:—

1955 Triumph ST twin, sw. arm; £165.
1955 Triumph Thunderbird, sprung hub, immaculate throughout; £155.
1955 A.J.S. 500 G80, sw. arm; £140.
1956 B.S.A. Bantam, sprung frame; £65.
1956 James K12 225cc, sw. arm; £110.
1956 B.S.A. 500, sprung frame, sidecar gears; £79.
1953 Triumph Tiger 100, sprung hub; £110.
1952 COMBINATIONS:—

1954 Triumph ST, fitted Busmar d/a, brake wheel; £169.
1950 Sunbeam 86, engine completely overhauled, fitted s.s. sidecar; £95.
ONE-THIRD deposit, h.p. over 12, 18 and 24 months.

SOME other bargains for callers.—324, York Way,
S. Islington, N.1. Tel. North 5300. [CL1015]

HUMMING BIRD MOTOR CYCLES offer:—

1954 Ariel model NH, one owner; £149.
1954 350 Matchless, panniers; £149.
1956 150cc Lambretta, many extras; £119.
1955 Reliant coupe, one owner, small mileage; £299.
EASY terms, part exchanges; h.p. protection plan.—
39, London Rd., St. Albans 54474. [CL1045]

WATERS OF WELWYN GARDEN CITY, offer:—

1957 Bond Minicar, small mileage, many extras
include electric clock, demister, windscreen
British racing green finish; £299.10.
1956 Vespa grand sports 150cc, fitted windscreens,
very potent machine; £129.10.
1955 Lambretta, fitted windscreens, rear carriers,
spare wheel, two new tyres; £69.10.
1953 B.S.A. 500, immaculate condition, small
mileage; £115.

ONE-THIRD deposit, balance over 2 years if desired,
part exchanges welcomed; remember, for new or
used machines phone, write or call.—Waters, 30,
Stonehills, Welwyn Garden City, Herts. Welwyn Garden
City, 5035. [CL1702]

OTHER branches at Baldock, Hatfield, Hertford and
Hemel Hempstead. [CL1702]

REX JUDD.—Triumph Tiger Cub 1955-7, choice of 3;
from £89.

REX JUDD.—1956 Norton 99, immaculate condition;
£209.

REX JUDD.—Lambretta 1955-7, choice of 6; from
£79.

REX JUDD.—1956 Ariel 350cc with chain case, swing-
ing arm like new; £159.

REX JUDD.—Matchless G3LS, 1953-5, choice of 3;
from £109.

MANY others too numerous to list; terms and ex-
changes.—Rex Judd, High St., Edgware. [CL1077]

PETER BROWN MOTORCYCLES, 6, Bromley Hill,
Bromley, Kent. Ravensbourne 4812.

1955 Norton Dominator, fitted fairing, one owner,
10,000 miles; £175.

1953 (Overseas) B.S.A. Star twin, superb condition
throughout; £155.

1954 250cc Panther s-arm, a superb machine for
this capacity; £95.

1955 Matchless 500cc s-arm, carriers, immaculate;
£165. [CL1014]

KINGSTON MOTOR CYCLES offer the following
bargains:—

1954 Ambassador 22cc and lightweight a/e; £105.

1951 Norton 500cc model 18; £55.

1957 Triumph Tiger Cub, one owner, as brand
new; £122.10.

1950 B.S.A. A7, sprung frame, and Canterbury c/a
saloon s/e; £145.

1957 B.S.A. 250 C12, 1,000 miles only; £138.10.

1950 Norton 500cc model 662; £70.10.

1955 A.J.S. 500cc model 18S; £145.

1957 Mercury 96cc Dolphin scooter, as brand
new; £89.10.

1956 B.S.A. 150cc model D3; £79.10.

TERMS available on all models, free delivery 10
miles radius of Kingston, no reasonable offer
refused.—26-8, London Rd., Kingston-on-Thames,
Tel. Kingston 2245. [CL1073]

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1955 models at leading makers in stock.

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prices; 24 months' hire purchase.

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King St., Hammersmith, W.6. Riv. 2837-8.

D J. SHEPHERD & Co. (ENFIELD) Ltd., 434-436
Hertford Rd., Enfield. Tel. Howard 1631. 2923.

1955 Douglas Vespa, one owner; £89.

1957 36cc James Comet, windscreens, leg shields
and battery lighting; £79.

1957 150cc LDB Lambretta; £132.

1955 B.S.A. C10L with single-srater s/e; £89.

MITCHELL ERKINE, Ltd. (PALMERS GREEN),
offer:—

B.S.A. C12, s/arm suspension, immaculate
condition; £129; choice of 2.

D.E. 100 Hobby, automatic transmission, car
£146; cash £99.

Vincent Comet, stored 18 months, genuine
mileage 4,500, practically brand new; £118.

Triumph 675 s/arm Thunderbird, immaculate
condition; £199.

Endeavour Endine; £29.

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COMBINATIONS:—

1956 Matchless G9 twin springer, fitted with new
d/a on Busmar chassis; £279.

B.S.A. 650cc Gold Flash springer, fitted
with Canterbury d/a, Conqueror on sprung
and brake chassis, whole outfit in matching colours
(beige); £210.

ONE-THIRD deposit, balance 12-18-24 months; per
part exchanges welcomed.

15 Park 5222/4976. [CL176]

AUBREY BOSWORTH for all types of new and used
motor cycles and scooters; lowest possible deposit,
24 months.

385 High Rd., Kilburn, N.W.6. Tel. Maida Vale
0932. [CL176]

1939 350 reliable Red Hunter, £25; 1948 B.S.A.
B.S.A./1953 Surrey Rambler w. and sidecars,
exc. cond.; £65.—Springpark 7636. [CL176]

WALLY HAINSBY, 293, West End Lane, London
N.W.6. Tel. SWI 2396. H.P. terms, £1 deposit,
balance 12-24 months; part exchanges welcomed.

2025—1956 Matchless G11 600 twin, s/arm, fast-
engined, new tyres and chains.

£165—1954 Triumph Tiger 110, s/arm, 650 twin,
second engine, new tyres and chains.

£165—1956 Lambretta LDB150, brand new, full
range of new scooters.

£159—1954 B.S.A. 100 Flash, black, s/arm, 650
twin, one owner, spares.

£159—as new.

£109—1955 Lambretta LD150, perfect and attrac-
tive, choice of ten other scooters; from £65.

£89—1955 James 197, s/arm, perfect throughout.

£69—1955 B.S.A. Bantam Major, springer.

£119—1955 B.S.A. C11G 250, springer, with
Blackwell Snug sidecar, excellent condition,
one owner.

£109—1952 Norton ES2, 500 ohv, springer, with
1954 Racer c/adult on VG21 chassis.

£109—1950 Norton 500 ohv with a new Racer
double-adult sidecar, good engine and tyres,
exceptional shape.

£89—1947 Triumph Speed Twin with 1951 Garrard
chassis, good engine and tyres.

WALLY HAINSBY has many other good bargains
not advertised, it's worth a visit. [CL176]

PRE-WAR & POST-WAR CARS, Glaxo Corner, 107,
Greenford Rd., Greenford, Middlesex. Tel. 1017,
in stock 50 models, from £5 to £500 deposit,
part exchanges welcomed; immediate hire purchase
and insurance available; contact us for any machine
you may require.—Tel. Byron 8188 or 5841. [CL176]

COMERFORDS.—Sixty machines to be knocked
off for cash callers; prices from £10; all at approxi-
mately half their original value; no genuine
guarantee, no reasonable offer refused; delivered free within
5 miles or free on rail.—Portsmouth Rd., Thames
Ditton, Surrey, Emberbrook 5531 (6 lines). [CL169]

G K. RAE, Chiswick, offers a magnificent stock of
over 100 carefully selected modern machines at
real bargain prices on very easy terms, wonderful
allowance on your old machine; established over
30 years; no deposit required; no insurance; no
remember! Whether buying or selling it's always
you to "call in day on G. K. Rae". Ask your Dad!

G K. RAE, 3, Great West Rd., Chiswick, W.4. Tel.
Chiswick 2431. [CL169]

RAY KEMPTON, Ltd., for full value, offers 1957
Triumph T100 comb. Sidecar, £265; 1956 650cc
P. & M. comb. 2-seater s-arm, £89; 1950 B.S.A. A10
comb. & 109; 1957 (new) B.S.A. 350cc B31, S.A. £108.

H—1957 Ariel Huntmaster, £235; 1952 Triumph
Thunderbird, £109; 1953 B.S.A. Bantam, £49; 1956
B.S.A. Windheel c/a; £9; 1956 Lambretta & extra;
£21.100. Vespas, 1957, £89; 1957 Vespa, £89; 1957
Vespa, reduced to £129; many others; exchange, terms
insurance, etc.; personal attention; full satisfaction.—
34-36, Upper Richmond Road West, East Sheen,
S.W.14. Tel. Pre 9480. [CL169]

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1946 600 s/e Ariel—Bennett, 26, Nayler Rd.,
S.E.16. New. 3137. [CL169]

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BIRMINGHAM

477/487 Hagley Rd. Phone: Bearwood 2246/7/8

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CARS, vans, and new Morgans.—Ron McKenzie, Stretford, Manchester. [C1086]

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£255!!—1950 Morgan F.4 4-seater.

£245!!—1939 Morgan 4/4 2-seater.

£175!!—1939 Morgan F. Super.

£155!!—1937 Morgan S.S.

£145!!—1939 Morgan F.4.

£125!!—1953 Bond 2-seater.

£125!!—1933 M.G. 8hp 2-seater.

£95!!—1934 Morgan S.S.

£85!!—1934 Morgan F.4.

TERMS and exchanges.

MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley, Wembley 6058-9. [C1084]

EXCHANGE your motor cycle for a car, fine selection of first-class cars always available.—Slocombe, Ltd., Dudden Hill Lane, N.W.10. Willesden 4869/5934. [C1105]

COMERFORDS.—New Austin A35, Ford Popular, Heinkel, Messerschmitt, Bond, Reliant, m/c's taken in exchange.—Portsmouth Rd., Thames Ditton, Emberbrook 3531. [C1006]

A.C. PETITE

GODFREYS, Ltd., for A.C. Petite 3-wheelers at all depots, including Bushwood Corner, Leytonstone E.11. See display advertisements. [C1052/R]

195 gms.—A.C. Petite 1954 346cc 2-seater, starter, one owner, terms, exchanges.—Rowland Smith, below.

285 gms.—A.C. Petite 1957 355cc de luxe, electric starter, spare wheel, 2,391 miles, cost well over £400; terms, exchanges; list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

HOW much you would appreciate the comfort, cleanliness and warmth of an A.C. Petite this cold weather cannot be envisaged if you have two wheels; then an A.C. the minimum and enjoy life! Instruction, lower H.P.; Villiers service.—Meeten's, Shandon Corner, New Malden. Tel. Malden 5110. [C1203]

A.C. PETITE WANTED

GEORGE CLARKE pay most—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

CLAUDE RYE urgently require A.C. Petite; top prices paid; h.p. accounts settled.—999, Fulham Rd., S.W.6. Renown 6174. [W1105/R]

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COMERFORDS for new Austin A35s and vans, motor cycles and three-wheelers taken in part exchange.—Portsmouth Rd., Thames Ditton, Emb. 5531. [C1006]

WELLING MOTOR MART for your new Austin A35, motor cycles and combinations taken in part exchange.—A. Francis, Welling Motor Mart, 176, Park View Rd., Welling. Tel. Boxleyheat 4398. [C1362]

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GLANFIELD LAWRENCE (HIGHBURY), Ltd., distributors N. & E. London; immediate delivery from 28-32, Highbury Corner, N.S. Tel. Nor. 2791. [C1191/R]

B.M.W. ISETTA

CLAUDE RYE, Ltd., for your new B.M.W. Isetta, immediate delivery; terms, exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

WHITES OF ACTON.—Immediate delivery new Isetta; h.p., exchanges—273, Acton Vale, London, W.3. She 5355. [C1128/R]

GLANFIELD LAWRENCE (HIGHBURY), Ltd., immediate delivery from 28-32, Highbury Corner, London, N.S. Tel. Nor. 2791. [C1191/R]

GODFREYS, Ltd., immediate delivery Isetta Runabouts; demonstration; terms, exchanges, all depots, including Leytonstone.—See display advertisement. [C1052/R]

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RAYMOND WAY, the largest Bond distributor.

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SPECIAL Bond Service and Spares Dept., Kilburn Bridge, N.W.6. Maida Vale 6044. Open 9-7 (Sats. 9-8). [C1130/R]

ROWLAND SMITH'S for Bond.

NEW models in stock.

215 gms.—Bond Minicar, late 1955, de luxe Family, electric starter, £26 over-haul; terms, exchanges.—Rowland Smith, below.

175 gms.—Bond Minicar, 1954, 2-seater, spare wheel, 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

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£59—November, 1950, 197, running order, needs slight attention.
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BEST selection, best exchanges, best terms; best buy your new or used Bond Minicar now from NAYLOR & ROOT, Ltd., Motor Cycle House, 25, East Hill, S.W.18. Tel. 2252. [C1089/R]

BIRMINGHAM Distributors—County Cycle & Motor Co., 265-6, Broad St. Exchanges welcomed, all spares. [C1024/R]

1955 Bond family de luxe in peach; 2209/10; terms, exchanges—Godfrey's, Ltd., 418, Romford Rd., Forest Gate, E.7. Gra. 1234. [C1052/R]

GODFREY'S, Ltd., for Bond Minicar three-wheelers at all depots, including Brushwood Corner, Leytonstone, E.11. See display advert. [C1025/R]

COMERFORDS for Bond, new models for immediate delivery from stock—Oxford House, Portsmouth Rd., Thames Ditton. Emb. 5531 (6 lines). [C1006]

KENT—Distributors for Bond Minicar; delivery from stock—E. G. Pritchard, Ltd., Chalkwell Rd., Sittingbourne. [C1076/R]

CLAUDE RYE, Ltd., for your new Bond Minicar; immediate delivery; terms, exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

BOND MINICARS—Immediate delivery all models; price from £278/13/2; h.p. terms, insurance facilities arranged.—Write or call at Jaguar House, Blackpool Rd., Preston, N.W. Distributors. Tel. 65681. [0270/R]

HUMMING BIRD MOTOR CYCLES, Hertfordshire's 3-wheeler specialists for your new Bond; immediate delivery Mark D and Mark E; easy terms and part exchanges.—39, London Rd., St. Albans. Tel. 54474. [C1045]

BOND MINICARS, Lancashire's largest distributors, new and second-hand in stock; call to-day and drive away; exchange, h.p. terms—Loxham Garages, Ltd., Motor Cycle Dept., Fishergate, Preston. Tel. 4242. [C1023/R]

BOND MINICAR WANTED

GEORGE CLARKE pay most.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

OWLAND SMITH'S, the Bond Minicar buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

BOND Mini wanted; cash or exchanges—Ron McKenzie, 861, Chester Rd., Manchester, Longford 100. [W1086]

CLAUDE RYE urgently require Bond Minicar; top prices paid; h.p. accounts settled.—899, Fulham Rd., S.W.6. Renown 6174. [W1105/R]

CORONET

BLUE STAR GARAGES, Ltd., sole distributors, Fonthill Green Rd., N.W.6. Tel. Swiss Cottage 5460. [0038/R]

IMMEDIATE delivery Coronet in ivory or blue finish; demonstration welcome; exchanges, terms.—Badger Garages, Blandford, Dorset. Tel. 615. [C1168]

WATKINSON MOTORS for immediate delivery, exchanges; free tuition plus all usual facilities—Stockwell Rd., S.W.9. Brix. 2388. [C1174/R]

GOOGOMOBIL

SOLE concessionaires for U.K.—Gogomobil, Ltd., 93, 95, Old Brompton Rd., S.W.7. Knt. 7705-6-7-8. [0111]

CLAUDE RYE for your new Gogomobil; immediate delivery, exchanges welcomed; terms.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

CONNAUGHT ENGINEERING, England's largest distributors, new and used Gogomobils always in stock.—Plymouth Rd., Send, Surrey. Ripley 3122. [0514]

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SLOCOMBES, Ltd. £5 road tax, 35 m.p.h. and you can drive it on a motor cycle driving licence; exchanges, cars or motor cycles we settle your existing accounts 39-52, Budden Hill Lane, Willesden 4669/334; adjacent Dollis Hill Tube buses 8, 52, 226 and Green Line 719 pass the door. [C1103]

COMERFORDS for Heinkel new and second-hand.—Portsmouth Rd., Thames Ditton. Emb. 5531. [C1006]

GODFREY'S, Ltd., for Heinkel 3-wheeler at all depots incl. Bushwood Corner, E.11. See display advert. [C1052/R]

WHITBYS OF ACTON—Immediate delivery, new Heinkel Cabin Cruiser; exchanges, terms.—273, Acton Vale, London, W.3. She. 5355. [C1028]

CLAUDE RYE, Ltd., for your new Heinkel; immediate delivery; terms, exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

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GEORGE CLARKE pay most for Heinkel.—278, Brixton Hill, S.W.2. Tel. 3211. [W1019]

CLAUDE RYE urgently require Heinkel; top prices paid; h.p. accounts settled.—899, Fulham Rd., S.W.6. Renown 6174. [W1105/R]

MESSERSCHMITT

CONCESSIONAIRES for U.K., including spares—Cabin Scooters (Assemblies), Ltd., 80, George St., London, W.1. Hunter 0609. [0022/R]

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New Stock—**A.G. Bond, Coronet, Gordon, Heinkel, Isotta, Messerschmitt, Reliant, Unicar,** Come and see the new **BOND**—**Mark E**

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1954 **BOND** 2-seater de luxe, duo-tone. £215

1954 **BOND** 2-seater de luxe, very good car. £209

1955 **BOND** 2-seater, very well kept. £215

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1955 **BOND** family Standard, first-class condition. £245

1955 **BOND** family Standard, choice of 7 from. £255

1956 **BOND** 2-seater Standard, immaculate. £266

1956 **BOND** 2-seater, ownership choice of 2 from. £276

1957 **BOND** family de luxe, one owner. £286

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1956 **GORDON**, in beautiful condition. £310

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1957 **HEINKEL**, really beautiful condition. £339

1956/7 **ISSETTA**, choice of 2. £369

1957 **ISSETTA**, choice of 5 from. £379

1958 **JARC** utility, an attractive car. £389

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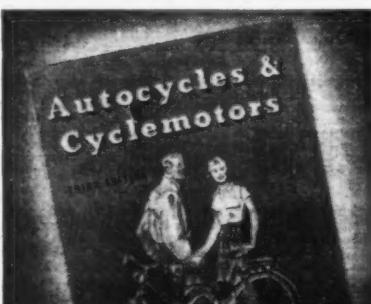
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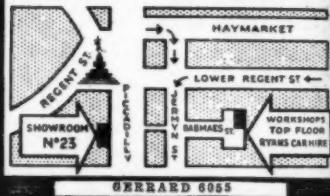
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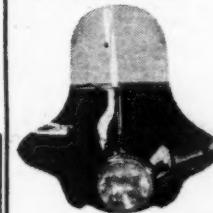
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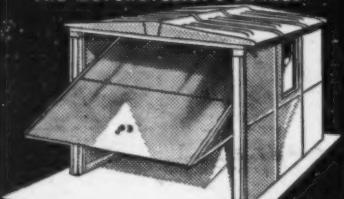
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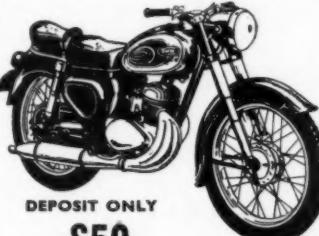
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BOLO Cash Price
AMBASSADOR, '54, 225, s/arm, d/seat, legshields..... £89 10
A.J.L., '59, 350 O.H.V., teles., d/seat, bargain..... £65 10
A.J.L., '59, 350 O.H.V., teles., d/seat, bargain..... £65 10
A.J.L., '59, 350, s/arm, d/seat, nice condition..... £118 10
A.J.L., '54, 5, 500 O.H.V., teles., d/seat, attractive..... £128 10
A.J.L., '59, 500 Twin, s/arm, d/seat, etc..... £132 10
ARIEL, '48, 350 O.H.V., teles., d/seat, bargain..... £40 10
ARIEL, '48, 500 Twin, teles., d/seat, sump..... £60 10
ARIEL, '48, 500 Twin, teles., d/seat, sump..... £60 10
ARIEL, '52, 500 Twin, sprg. frame, d/seat, attractive..... £89 10
ARIEL, '53, 350 Red Twin, sprg. frame, d/seat, bgn..... £89 10
ARIEL, '53, 500 Red Hunter, sprg. frame, d/seat, etc..... £108 10
ARIEL, '51, 1000 Sq. 4, sprg. frame, d/seat, real bgn..... £118 10
ARIEL, '51, 1000 Sq. 4, sprg. frame, d/seat, real bgn..... £128 10
ARIEL, '51, 1000 Sq. 4, sprg. frame, d/seat, real bgn..... £128 10
ARIEL, '51, 500 K.H. Twin, s/arm, d/seat, bargain..... £118 10
ARIEL, '58, 1000 Sq. 4, owner, super..... £228 10
BONI, '53, 98, screen, legshields, pillow, etc..... £228 10
B.R.A., '53, 125 Bantam, teles., pillow, taxe..... £238 10
B.R.A., '57, 350 O.H.V., d/seat, real smp..... £248 10
B.R.A., '54, 125, s/arm, d/seat, legshields, bargain..... £257 10
B.R.A., '54, 125, s/arm, d/seat, legshields, bargain..... £257 10
B.R.A., '54, 125 Major, sprg. frame, d/seat, legshields..... £262 10
B.R.A., '52, 250 O.H.V., sprg. frame, d/seat, attractive..... £262 10
B.R.A., '50, 500 O.H.V., sprg. frame, d/seat, attractive..... £262 10
B.R.A., '53, 150 Major, sprg. frame, d/seat, etc..... £262 10
B.R.A., '51, 250 O.H.V., sprg. frame, d/seat, etc..... £278 10
B.R.A., '51, 250 O.H.V., sprg. frame, d/seat, etc..... £278 10
B.R.A., '53, 150 Major, s/arm, legshields, etc..... £282 10
B.R.A., '53, 350 O.H.V., sprg. frame, teles., d/seat..... £292 10
B.R.A., '53, 500 Star Twin, s/arm, d/seat, really nice..... £292 10
B.R.A., '54, 350, sprg. frame, d/seat, most attractive..... £292 10
B.R.A., '54, 500 O.H.V., s/arm, d/seat, attractive..... £292 10
B.R.A., '54, 500 O.H.V., s/arm, d/seat, attractive..... £292 10
B.R.A., '53, 650 G/Flash, sprg. frame, d/seat, nice cond..... £292 10
B.R.A., '55, 350 B31, s/arm, attractive bargain..... £138 10
B.R.A., '54, 550 A10, s/arm, d/seat, attractive..... £148 10
B.R.A., '54, 550 G/Flash, s/arm, d/seat, etc..... £158 10
B.R.A., '54, 550 G/Flash, s/arm, d/seat, etc..... £158 10
DOUGLAS, '52, 350 Mario 5, d/seat, blue and chrome..... £278 10
DOUGLAS, '54, 350 Twin, s/arm, sprg. frame, etc..... £292 10
ENFIELD, '57, teles., 350, pillow, screen, etc..... £49 10
ENFIELD, '54, 350 O.H.V., teles., pillow, nice condition..... £50 10
ENFIELD, '52, 500 O.H.V., teles., really nice..... £50 10
ENFIELD, '57, 350 G/Flash, sprg. frame, d/seat, new..... £50 10
ENFIELD, '51, 500 Twin, sprg. frame, d/seat, bargain..... £50 10
ENFIELD, '52, 500 Twin, s/arm, d/seat..... £50 10
ENFIELD, '53, 350 Bullet, s/arm, d/seat, etc..... £118 10
ENFIELD, '56, 350 Clipper, s/arm, d/seat, etc..... £128 10
ENFIELD, '56, 350 G/Flash, s/arm, d/seat, etc..... £128 10
EXCELSIOR, '54, 250 S.V., teles., d/seat, legshields..... £25 10
EXCELSIOR, '52, 197, teles., sprg. frame, d/seat..... £48 10
EXCELSIOR, '53, 250 Sports Tallyman, d/seat, sprg. fr..... £48 10
F.HARRETT, '56, 150, s/arm, pillow, panniers, etc..... £108 10
F.HARRETT, '55, 225 Cooper, s/arm, attractive..... £108 10
F.HARRETT, '56, 250 Cooper, s/arm, legshields, etc..... £108 10
INDIAN, '56, 250 S.V., teles., d/seat, taxed Dec..... £108 10
INDIAN, '56, 250 S.V., s/arm, d/seat, etc..... £108 10
JAMES, '52, 197, teles., sprg. frame, d/seat..... £45 10
JAMES, '56, '57, 98 c.c. Comet, 1 owner, excellent cond..... £45 10
JAMES, '55, 197, teles., d/seat, etc..... £45 10
JAMES, '56, 250 O.H.V., teles., d/seat, nice cond..... £45 10
JAMES, '52, 500, s/arm, d/seat, nice condition..... £45 10
JAMES, '51, 500 Twin, s/arm, d/seat, bargain..... £108 10
JAMES, '53, 500 O.H.V., s/arm, d/seat, etc..... £108 10
JAMES, '55, 500 G/608, s/arm, really nice..... £138 10
JAMES, '56, 350 G/Flash, sprg. frame, d/seat, etc..... £138 10
JAMES, '57, 350 G/Flash, s/arm, nice condition..... £138 10
JAMES, '57, 350 O.H.V., 1 owner, 3,000 miles, sup..... £138 10
JAMES, '56, 500 G/99, c/bars, really attractive..... £108 10
JAMES, '57, 500 Twin, really super..... £218 10
BOSTON, '56, 600 ES2, s/arm, legshields, ex. condition..... £165 10
BOSTON, '56, 600 Mod. 2, s/arm, ex. condition..... £165 10
BOSTON, '56, 600 Mod. 2, s/arm, ex. condition..... £165 10
P. & M., '53, 350 O.H.V., teles., d/seat, attractive..... £60 10
P. & M., '56, 250, s/arm, d/seat, as new..... £138 10
BUNDEA, '56, 197, s/arm, d/seat, etc, attractive..... £60 10
BUNDEA, '56, 500 SS Twin, sprg. frame, d/seat, etc..... £60 10
BUNDEA, '56, 500 SS Twin, d/seat, super condition..... £60 10
TRIUMPH, '46, 350 Twin, teles., d/seat, taxed..... £78 10
TRIUMPH, '49, 500 Spd. Twin, sprg. hub, d/seat, screen..... £78 10
TRIUMPH, '54, 150 Terrier, sprg. frame, d/seat, etc..... £89 10
TRIUMPH, '55, 200 Cub, sprg. frame, d/seat, attractive..... £89 10
TRIUMPH, '51, 650 Thunderbird, sprg. hub, d/seat, etc..... £98 10

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TRIUMPH, '52, 500 Speed Twin, sprg. hub, d/seat, etc..... £105 10
TRIUMPH, '53, 500 Speed Twin, sprg. hub, d/seat, etc..... £105 10
TRIUMPH, '56, 200 Cub, s/arm, d/seat, legshields..... £105 10
TRIUMPH, '50, LE Twin, exceptional condition..... £40 10
VELOCETTE, '52, 200 Twin, s/arm, c/bars, panniers..... £60 10
VELOCETTE, '52, 200 Twin, s/arm, d/seat..... £60 10
VELOCETTE, '55, 6, 350 MAC, s/arm, d/seat, taxed..... £138 10
ZUNDAPP, '56, 200 c.c., teles., s/arm, d/seat..... £119 10
ZUNDAPP, '57, 200, pivot front forks, as new..... £149 10

SCOOTERS, MOPEDS, THREE-WHEELERS AND CARS

A.L., '56, 125, s/arm, self-starter, screen, taxe, taxed..... £155 10
BELLA, '57, 150, s/arm, self-starter, attractive..... £155 10
BELLA, '57, 200, d/seat, self-starter, attractive..... £155 10
BELLA, '57, 200, Cub, self-starter, screen, immaculate cond..... £175 10
BERINI, '56, 50 c.c., 2 speeds, carrier, etc. £30 10
BINETTA, '56, 50 c.c., 2 speeds, sprg. frame, speedo..... £40 10
BONETTE, '56, 50 c.c., 2 speeds, sprg. frame, speedo, taxe..... £40 10
BONETTE, '57, 70, c.c., Dandy, 1 owner, low mileage..... £89 10
DAYTON, '57, 225, Albatross, really nice condition..... £105 10
GOGGOMOBIL, '57, 223 Twin, s/wheel, as new..... £429 10
GORDON, '57, 197, 4 speeds, self-starter, etc. £149 10
HEINKEK, '57, 175 saloon, beater, s/wheel, etc. £329 10
HEINKEK, '57, 175, s/arm, s/wheel, etc. £329 10
KIEFT, '56, 200, self-starter, spade wheel, 2,000 miles..... £169 10
LAMBRETTA, '54, 125, pillar, carrier, nice condition..... £89 10
LAMBRETTA, '55, 150, pillar, carrier, screen, etc. £119 10
LAMBRETTA, '56, 150, pillar, carrier, s/wheel, screen..... £119 10
LAMBRETTA, '57, 125, MR. III, pillar, real smp..... £119 10
LAMBRETTA, '57, 150, 125, pillar, carrier, bags, etc. £135 10
LAMBRETTA, '57, 150, MR. III, pillar, real smp..... £135 10
LAMBRETTA, '57, 150, pillar, carrier, bags, etc. £135 10
LAMBRETTA, '57, 150, s/wheel, carrier, bags, etc. £135 10
LEOPARD, '57, 150, pilin, Chubry Demon s/n, s/cat..... £179 10
MAICOLETTA, '57, 250, screen, carrier, taxed Dec. £189 10
MERCURY, '57, Hermes, Scooterette, screen, etc. £45 10
MERCURY, '57, 125, s/arm, 2 speeds, carrier, etc. £45 10
MOTORCYCLE, '56, 50 c.c., 2 speeds, sprg. frame, speedo, taxe..... £45 10
N.S.U., '57, 150 Prima, screen, s/wheel, bag, etc. £169 10
PIATTI, '57, 67, 125, s/wheel, screen, carrier..... £90 10
PIATTI, '57, 125, screen, s/wheel, carrier, only 1,000 miles..... £109 10
PIATTI, '57, 125, screen, d/seat, 1 owner..... £129 10
PROGRESS, '56, 200, screen, d/seat, 1 owner..... £129 10
T.W.N., '57, 123 Tesya, only 110 miles..... £149 10
T.W.N., '57, 200 Confessa, screen, superb condition..... £185 10
VESPA, '53, 125, screen, pillar, attractive..... £65 10
VESPA, '55, 125, pillar, carrier, screen, etc. £65 10
VESPA, '55, 125, s/arm, s/wheel, etc. £109 10
VESPA, '57, 150 Continental, screen, pillar, etc. £125 10
VESPA, '56, 150 Grand Sports, screen, c/bars, ex. cond. £125 10
ZUNDAPP, '57, 50 c.c. Moped, s/arm, d/seat..... £50 10
VICTORIA, '57, 50 c.c. Scooterette, screen, low mileage..... £50 10
ZUNDAPP, '57, 50 c.c. Combinette, 2 speed, sprg. frame..... £49 10

COMBINATION

ARIEL, '46, 500 O.H.V., pillar, screen, Streamline 2-str. saloon s/car, Kwickit chassis, bargain..... £50 10

ARIEL, '55, 600 S.V., pillar, legshields, large 2-str. saloon s/car, real bargain..... £160 10

ARIEL, '57, 600 S.V., s/arm, screen, etc. '58 Streamline 2-str. saloon s/car, Kwickit chassis..... £229 10

AMERICA, '51, 150, s/arm, speedo, etc., Watsonian Elton saloon s/car, taxed Dec. £229 10

AMBASSADOR, '58/6, 225, s/arm, d/seat, etc., Watsonian Windsor s/car, nice outfit..... £125 10

B.S.A., '49, 500 S.V., teles., legshields, etc., Swallow Coupe, Vesta, etc., bargain..... £79 10

B.S.A., '54, 500 AT Twin, teles., d/seat, B.S.A. Sports Coupe s/car, real bargain..... £29 10

B.S.A., '54, 250 O.H.V., teles., sprg. frame, d/seat, 4 speeds, Watsonian Windsor s/car, taxed..... £109 10

B.S.A., '56, 500 O.H.V., sprg. frame, d/seat, 1/8th, Cub, 2-5r, 600 G/600, s/arm, d/seat, etc. £189 10

ENFIELD, '49, 500 O.H.V., teles., pillar, '55 Swallow Comet 2-str. saloon s/car..... £29 10

INDIAN, '56, 250, s/arm, d/seat, etc., Watsonian Windsor s/car, really nice outfit..... £105 10

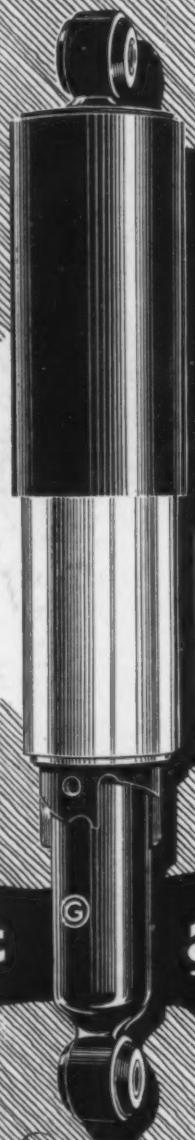
INDIAN, '56, 250, s/arm, d/seat, etc., Watsonian Windsor s/car, very attractive outfit..... £85 10

P. & M., '56, 600 O.H.V., teles., d/seat, Watsonian Monarch s/car..... £80 10

TRIUMPH, '55, 500 Speed Twin, sprg. hub, d/seat, etc., Watsonian Maxstoke 2-str. saloon s/car..... £130 10

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